

MINISTRY OF TRANSPORT

STATISTICAL PAPER No. 4

SURVEY OF
ROAD GOODS TRANSPORT
1962
FINAL RESULTS
COMMODITY ANALYSIS

LONDON: HER MAJESTY'S STATIONERY OFFICE

1964

FOREWORD

The main results of the Survey of Road Goods Transport 1962 were published earlier this year as Part I of the final report on the Survey. The booklet included detailed information about the goods vehicle fleet in 1962, its size, age structure and carrying capacity, together with estimates of the total work done by road transport, but no details of the commodities moved by road were given. This was because the analysis of the tonnage moved and ton mileage performed according to the commodity carried was not available as quickly as the other results of the survey and to await the commodity details would have delayed publication of the main results. The analysis has now been completed and the figures are given in the present publication, which forms Part II of the final report of the Survey.

In addition to providing information about the commodities carried by road transport in 1962, details of the commodities moved by the other forms of transport within Great Britain are given in the present publication, so that an assessment can be made of the importance of various commodities to total freight transport in this country. This is done in Chapter II.

| | Page |
|---|------|
| I. Introduction | 1 |
| II. The commodities carried by inland transport | 2 |
| III. The commodities carried by road transport; Detailed analysis | 12 |
| Notes and definitions | 19 |

Tables

SECTION 1. Road transport

Table

| | | |
|---|---------|--------|
| Estimated tonnage and ton mileage of commodities carried by road goods transport during 1962 | 1 | 23 |
| Estimated tonnage and ton mileage of commodities carried by 'A' licensed vehicles during 1962 | 2 | 24 |
| Estimated tonnage and ton mileage of commodities carried by 'Contract A' licensed vehicles during 1962 | 3 | 25 |
| Estimated tonnage and ton mileage of commodities carried by 'B' licensed vehicles during 1962 | 4 | 26 |
| Estimated tonnage and ton mileage of commodities carried by 'C' licensed vehicles during 1962 | 5 | 27 |
| Shares of various commodities in road goods transport during 1962 | 6 | 28 |
| Shares of various commodities in transport by 'A' licensed vehicles during 1962 | 7 | 29 |
| Shares of various commodities in transport by 'Contract A' licensed vehicles during 1962 | 8 | 30 |
| Shares of various commodities in transport by 'B' licensed vehicles during 1962 | 9 | 31 |
| Shares of various commodities in transport by 'C' licensed vehicles during 1962 | 10 | 32 |
| The contribution of vehicles in each licence category to the total tonnage carried in 1962: analysis by commodity | 11 | 33 |
| The contribution of vehicles in each licence category to the total ton mileage performed in 1962: analysis by commodity | 12 | 34 |
| The commodities carried by road transport in 1962: estimated seasonal variations | 13 | 35 |
| Estimated tonnage moved by 'C' licensed vehicles during 1962, analysed by nature of business of operator and commodity carried: | | |
| 1. Agriculture and food processing industries | 14 | 36 |
| 2. The fuel industries | 15 | 37 |
| 3. Building and construction and allied industries | 16 | 38 |
| 4. Other manufacturing industries | 17, 17a | 39, 40 |
| 5. Distributive trades | 18 | 41 |
| 6. Utilities, transport and service industries | 19 | 42 |
| Estimated ton mileage performed by 'C' licensed vehicles during 1962, analysed by nature of business of operator and commodity carried: | | |
| 1. Agriculture and food processing industries | 20 | 43 |
| 2. The fuel industries | 21 | 44 |
| 3. Building and construction and allied industries | 22 | 45 |
| 4. Other manufacturing industries | 23, 23a | 46, 47 |
| 5. Distributive trades | 24 | 48 |
| 6. Utilities, transport and service industries | 25 | 49 |

| | | |
|--|-------|------|
| SECTION 2. Rail transport | Table | Page |
| Estimated tonnage of commodities carried by rail transport during 1962 | 26 | 53 |
| Estimated ton mileage of commodities carried by rail transport during 1962 | 27 | 54 |
| SECTION 3. Coastal shipping | | |
| Estimated tonnage and ton mileage of commodities carried by coastal shipping during 1962 | 28 | 57 |
| APPENDIX A. | | 58 |

I. INTRODUCTION

1. The types of commodity carried provide a useful indication of the industries served by each form of transport and knowledge of the main commodities moved within a country by all means of transport is a valuable guide to those economic activities which are the main generators of a nation's domestic transport. Given adequate data on the volume of traffic by commodities, by relating this to industries' activity levels, it becomes possible to estimate the effect that changes in industrial activity will have on the demand for transport within the country as a whole and, to a certain extent, for each mode of transport, and to forecast future transport needs on different assumptions about growth of domestic product.
2. For these reasons, one of the aims of the survey of road goods transport 1962 was to provide comprehensive data of the types of commodities carried by road transport in this country. In previous surveys, because these had been on a much smaller scale than the 1962 survey, details of the goods carried had been very sketchy and no information was obtained to show the seasonal changes in the commodities moved by road. The present survey was sufficiently large however to enable a detailed analysis of the goods carried to be derived and since the survey was spread over the whole year, the extent to which seasonal variation occurs is also revealed.
3. The tonnages and ton-mileages of commodities carried by road during 1962 are shown in the tabulations presented in this publication. The information is given separately for vehicles of each licence class - 'A', Contract 'A', 'B' and 'C', so that it is possible to compare the main types of goods carried on each type of carriers' licence. Moreover, the 1962 survey provided an analysis of vehicles operated on 'C' licences (that is operated by traders transporting goods on own account) according to the industry they serve, and so details of the commodities carried by various industries are now available. A full comment on the figures is given in Chapter III.
4. In addition to the information about the goods carried by road transport, the present booklet includes estimates of the commodities moved by rail and other forms of domestic transport - coastal shipping, inland waterway and pipeline. The data in respect of the railways were obtained from the Railways Board while those for inland waterways and pipelines were collected from the Inland Waterways Board and the Ministry of Puel and Power respectively. Estimates for coastal shipping are based on information collected by the Ministry of Transport. Statistics showing the commodities moved by air transport on domestic routes have not been included because the amounts involved are very much smaller than those for other means of transport.
5. Together, this information for each mode of transport provides an account of the commodities carried by all forms of inland transport in Great Britain. The figures are summarised in Chapter II, which also contains a full account of the goods transported and their relation to various branches of economic activity.
6. The commodity classification used for road transport is based on the classification which the Economic Commission for Europe recommended should be used for transport purposes. A detailed list of the items included under each category is given in the appendix at the rear of this publication. The classifications used by the railways and other forms of transport are not in complete agreement with the one issued by the E.C.E. and for this reason only a limited analysis of the differences in importance of particular commodities to each form of transport can be made in Chapter II. Despite this limitation however, the main differences are clearly indicated.
7. A brief description of the 1962 survey of road transport and the definition of some of the terms used in this report are given in the 'Notes and Definitions'. For a fuller account of the survey and its aims, reference should be made to the text of Part I of the final report on the survey, which was published earlier this year (Statistical Paper No. 2, H.M.S.O. Code No. 55-466-2, price 7/- net).

II. THE COMMODITIES CARRIED BY INLAND TRANSPORT

8. In terms of tonnage, the main commodities transported within Great Britain are coal, and crude minerals such as sand, stone, gravel etc., which are used mainly by the building and construction industry. These commodities accounted for nearly 40 per cent of the total tonnage handled by all forms of inland freight transport in 1962. Fresh and processed foodstuffs accounted for just under 20 per cent of the total, but apart from petroleum products and building materials such as bricks, tiles, etc., no other commodity accounted for more than 5 per cent of the total tonnage of goods carried in 1962.

9. The predominance of a few basic commodities and the wide range of other goods carried is the pattern of transport to be expected of a highly industrialised and highly populated country. The diversification of industry means that the variety of finished goods produced is very large so that no single manufacture accounts for a large part of the total movement of goods. On the other hand, the population needs to be fed and both homes and industry need fuel, hence the importance of foodstuffs, coal and petroleum. In addition, in an expanding economy, the needs of the construction industry are large and it is not surprising to find crude minerals and manufactured materials used in building and construction forming an important part of transport.

10. Further information about each of the main commodities moved is given in the paragraphs which follow and the detailed figures of the tonnage of each commodity carried by all modes of transport and by each separately are given in Table (i) while Table (ii) presents a similar analysis in terms of ton mileage. Because of the lack of equivalent data, only a partial analysis of commodities handled by the railways is possible, and for this reason total figures of ton mileage of each commodity moved by all forms of inland transport cannot be derived. Also, it should be noted that even in the analysis by tonnage, in the case of a few commodities the total carried by all forms of transport is incomplete (though not seriously so) because the amounts moved by rail are not available and are included as unallocable loads.

11. In both tables, road transport is divided into 'A' (including contract 'A') and 'B' licensed vehicles, that is, public haulage, and 'C' vehicles, that is, transport on own account. The latter category is divided further into carriage by the distributive trades and service industries, that is, industries concerned mainly with distributing goods rather than producing them, and carriage by all other industries.

Coal

12. The most important single commodity which enters into transport in this country is coal. Over 300 million tons of coal and coke were moved by all forms of inland transport in 1962 and in terms of weight this was a fifth of all transport while in terms of ton mileage it was nearly a quarter of the total.

13. Most of the long distance movement of coal is handled by the railways, some 145 million tons being carried in 1962 over an average distance of 50 miles. Coastal shipping carried 23 million tons and although this quantity is much smaller than that handled by the railways, hauls are longest by this form of transport being on average about 270 miles at equivalent inland distance.

14. Road transport handled some 150 million tons, of which about 70 million tons was carried by public hauliers mainly 'A' and 'B' licensed vehicles and the remainder, nearly 80 million tons, by own account transport. The average length of haul for road public haulage is around 20 miles while in transport on own account, which is mainly distribution by coal merchants, the average haul is less than 10 miles. Road transport is therefore concerned mainly with the movement of coal over short distances.

Petroleum products

The second group of fuels, petroleum and petroleum products, accounted for about 6 per cent of total transport in 1962 by weight but over a tenth of the total measured in terms of ton mileage.

Coastal shipping is prominent in the long distance movement of petroleum, some 25 million tons being transported in oiling an average haul of around 100 miles (equivalent inland distance). The railways also handle a certain amount of oil and petroleum products (about 6 million tons) largely over fairly long distances of around 100 miles. Petroleum by pipe-line, inland waterways and road public haulage, which totalled some 20 million tons in 1962, is moved on hauls mainly while short distance movements are largely handled by 'C' license vehicles.

17. Fuels as a whole, that is coal and petroleum combined generate about a third of all inland transport in Great Britain.

Crude minerals other than ores

18. Minerals such as sand, gravel, clay, stone etc., which are materials mainly used in building and construction or by industries allied to the building industry, for example, brick and cement manufacturing, formed nearly a fifth of the tonnage of all goods moved in 1962, but since the distance over which these goods are carried is predominantly very short, their share of the total ton mileage performed was less than a tenth. Most (over 90 per cent) of the movement of crude minerals is made by road, mainly in 'B' and 'C' licensed vehicles, and the average haul is less than 15 miles. Carriage of minerals by rail and coastal shipping is, by comparison, largely on long hauls of 100 to 200 miles.

Building materials

19. Another group of commodities which are used mainly by the building industry are manufactured materials such as cement, concrete pieces, bricks, tiles, sanitary fixtures, etc. These form an important part of inland transport and accounted for about 8 per cent of all goods carried in 1962. Carriage of these products also is largely by 'C' licence vehicles, some 80 million tons being moved by these vehicles in 1962 out of a total of 130 million tons. Hauls are predominantly over very short distances of less than 25 miles. The quantity moved by road public haulage totalling 44 million tons is not insubstantial however, and the proportion of this handled by 'A' vehicles (14 million tons) is moved over, on average, median distances of more than 50 miles.

Iron and steel products

20. Although finished and semi-finished products of the iron and steel industry formed only some 3 per cent of the tonnage of goods moved in inland transport in 1962, their share of total transport measured in ton mileage was in the region of 5 per cent. Both road and rail transport are important carriers of this commodity with some 40 million tons moving by road and 13 million tons by rail in 1962. Movement by road haulage vehicles (mainly on 'A' licences) is, on average, over medium to fairly long hauls while carriage by 'C' vehicles is mainly over shorter distances.

Foodstuffs

21. The foodstuffs group of commodities covers a wide variety of goods ranging from live animals and cereals to tinned foods and whisky. Taken separately, none of these commodities amounts to a sizeable share of all goods transport, but taken as a group they total about a sixth of all the commodities moved by inland transport in this country.

22. Foodstuffs are carried mainly by road; road transport handled about 97 per cent of the total movement of nearly 280 million tons of foodstuffs in 1962. 'C' licensed vehicles, particularly those owned by the distributive trades, are important carriers of this commodity and together these vehicles handled nearly 200 million tons in 1962 (distributive trades, 120 million tons); hauls were predominantly over short distances of less than 25 miles. The amount moved by road public haulage, some 75 million tons, was carried mainly in 'A' licence vehicles.

Other commodities

23. The remaining commodities which are carried in inland transport in this country are extremely varied. They include different kinds of raw materials such as wood, iron ore, textile fibres; intermediate goods which form inputs of other industries such as tars, chemicals and plastic materials; finished manufactures of all description - electrical goods, vehicles, clothing etc; and also miscellaneous articles such as furniture and laundry. Except for ore, scrap and lime, road transport is the main carrier of all these commodities.

24. The average distance over which most of these goods are moved by road is under 50 miles. Only a few commodities involve average hauls which are greater than this and these are oilseeds, chemicals, non-ferrous metals, and certain manufactured electrical goods such as domestic electrical appliances and vehicles. When medium and long distance hauls are involved, carriage is made in 'A' or Contract 'A' licensed vehicles mainly.

TABLE 60

Millions

| Commodity | Road | | | | Rail | Other (1) | Total inland transport |
|---|------------------------------|----------------------------------|------------------|------------|-------|-----------|------------------------|
| | VA and 'B' licensed vehicles | 'C' licensed vehicles | | Total road | | | |
| | | Distributive trades and Services | Other industries | | | | |
| Cereals | 6.4 | 4.3 | 5.0 | 15.7 | 1.4 | 0.3 | 17.3 |
| Fruit, fruits, vegetables, nuts and flowers | 8.2 | 34.7 | 1.4 | 54.4 | 0.9 | - | 55.3 |
| Meat and poultry | 4.4 | 6.4 | 1.5 | 12.3 | 0.3 | - | 12.5 |
| Fish | 1.3 | 2.3 | 0.2 | 3.8 | 0.3 | - | 4.1 |
| Live animals | 9.4 | 0.5 | 0.3 | 10.2 | 0 | - | 10.2 |
| Dairy produce, eggs | 9.6 | 34.4 | 4.7 | 48.7 | 0.5 | - | 49.2 |
| Beverages | 3.5 | 4.4 | 34.8 | 33.1 | 0.6 | - | 38.7 |
| Floor | 1.8 | 1.9 | 4.9 | 7.7 | 0 | - | 7.7 |
| Animal feeding stuffs | 18.6 | 36.5 | 7.7 | 28.8 | 1.8 | - | 30.1 |
| Other foods; tobacco | 15.4 | 33.2 | 36.5 | 73.1 | 1.9 | - | 75.0 |
| Oil seeds, oil nuts & oil kernels, animal & vegetable oils & fats | 1.2 | 6.2 | 0.7 | 2.1 | 0 | - | 2.1 |
| Wood, timber and cork | 8.2 | 11.4 | 5.2 | 24.8 | 1.2 | - | 26.0 |
| Crude and manufactured fertilizers | 6.4 | 2.3 | 1.3 | 20.0 | 1.7 | 0.2 | 21.9 |
| Crude minerals other than iron | 123.0 | 36.7 | 108.5 | 260.2 | 10.0 | 3.2 | 273.4 |
| Iron ore and scrap iron | 4.6 | 3.7 | 1.8 | 20.1 | 19.8 | - | 29.9 |
| Non-ferrous metal ores | 1.4 | 3.2 | 0.5 | 5.1 | 0 | - | 5.1 |
| Textile fibres and waste | 3.7 | 1.4 | 2.4 | 7.5 | 0.1 | - | 7.6 |
| Other made materials | 7.0 | 4.7 | 2.9 | 17.6 | 0.6 | - | 18.2 |
| Coal and coke | 71.0 | 53.5 | 23.7 | 150.2 | 145.0 | - | 295.2 |
| Petroleum and petroleum products, gas | 18.6 | 38.0 | 6.7 | 55.3 | 6.1 | - | 61.4 |
| Iron and steel finished and semi-finished products | 23.4 | - | 2.9 | 5.5 | 0 | - | 5.5 |
| Chemicals and plastic materials | 13.2 | 1.3 | 12.3 | 25.8 | 2.5 | - | 28.3 |
| Lime | 2.7 | 0.7 | 2.0 | 6.4 | 6.9 | - | 13.3 |
| Cement | 4.0 | 2.6 | 9.9 | 15.5 | 1.7 | 0.6 | 17.8 |
| Building materials | 29.6 | 11.9 | 57.0 | 108.5 | 1.3 | - | 109.8 |
| Iron and steel finished and semi-finished products | 23.4 | 4.1 | 13.4 | 39.9 | 13.1 | - | 53.0 |
| Non-ferrous metals | 3.2 | 0.7 | 4.0 | 9.6 | 0 | - | 9.6 |
| Metal manufactures | 5.6 | 3.1 | 12.2 | 20.9 | 0 | - | 20.9 |
| Electrical and non-electrical machinery, transport equipment | 16.8 | 8.5 | 18.8 | 44.1 | 0.3 | - | 44.4 |
| Mechanicals manufactured articles | 22.6 | 10.7 | 20.6 | 53.9 | 0.6 | - | 54.5 |
| Furniture | 2.7 | 0.1 | 0.1 | 2.9 | 0 | - | 2.9 |
| Unserviceable loads, mixed loads | 91.8 | 11.9 | 19.2 | 85.0 | 13.4 | 4.1 | 100.5 |
| Empty containers | 5.2 | 4.0 | 6.6 | 15.8 | 0 | - | 15.8 |
| Laundry and dry cleaning | - | 3.2 | - | 3.2 | - | - | 3.2 |
| Total | 595.5 | 338.6 | 395.8 | 1,240.0 | 251.6 | 65.0 | 1,544.4 |

(1) Includes coastal shipping, inland waterways and pipelines.

* Included with cereals

+ Includes livestock

0 Included in uncollectable and mixed loads.

TABLE 01

Millions

| Commodity | Road | | | | Rail | Other (D) |
|---|-------------------------------------|-----------------------------------|---------------------|---------------|---------|--------------|
| | 'A' and 'B' Licensed vehicles | 'C' Licensed vehicles | | Total road | | |
| | | Dispersive trucks and buses | Other industries | | | |
| Cereals | 275 | 120 | 122 | 517 | .. | .. |
| Fresh fruits, vegetables, nuts and flowers | 462 | 633 | 26 | 1,149 | .. | .. |
| Meat and poultry | 199 | 154 | 10 | 403 | .. | .. |
| Fish | 69 | 98 | 9 | 156 | .. | .. |
| Live animals | 309 | 11 | 10 | 330 | .. | .. |
| Dairy produce, eggs | 464 | 663 | 100 | 1,367 | .. | .. |
| Beverages | 181 | 111 | 691 | 983 | .. | .. |
| Flour | 74 | 36 | 220 | 330 | .. | .. |
| Animal feeding stuffs | 464 | 293 | 212 | 973 | .. | .. |
| Other foodstuffs | 938 | 712 | 806 | 2,456 | .. | .. |
| Oil seeds, oil nuts & oil kernels, animal & vegetable oils & fats | 97 | 7 | 30 | 134 | .. | .. |
| Wood, timber and cork | 310 | 275 | 117 | 700 | .. | .. |
| Crude and manufactured fertilizers | 222 | 46 | 43 | 311 | .. | .. |
| Crude minerals other than ore | 2,036 | 433 | 1,156 | 3,620 | 1,600 * | 400 |
| Iron ore and scrap iron | 127 | 49 | 57 | 233 | 1,800 + | .. |
| Non-ferrous metal ores | 67 | 65 | 15 | 147 | .. | .. |
| Textile fibres and waste | 180 | 47 | 64 | 291 | .. | .. |
| Other goods materials | 228 | 135 | 106 | 467 | .. | .. |
| Coal and coke | 1,352 | 389 | 213 | 2,134 | 7,300 | 5,150 |
| Petroleum and petroleum products, gas | 654 | 1,000 | 264 | 1,918 | .. | 5,250 |
| Turf from coal and natural gas | 70 | - | 69 | 139 | .. | .. |
| Chemicals and plastic materials | 119 | 46 | 515 | 1,421 | .. | .. |
| Lime | 119 | 15 | 35 | 169 | .. | .. |
| Clay | 160 | 41 | 271 | 472 | .. | 200 |
| Building materials | 1,366 | 204 | 1,215 | 2,785 | .. | .. |
| Iron and steel finished and semi-finished products | 1,518 | 130 | 426 | 2,074 | 900 | .. |
| Non-ferrous metals | 274 | 7 | 181 | 466 | .. | .. |
| Metal manufactures | 312 | 75 | 587 | 764 | .. | .. |
| Electrical and non-electrical machinery, transport equipment | 1,140 | 225 | 836 | 2,201 | .. | .. |
| Miscellaneous manufactured articles | 1,236 | 299 | 772 | 2,307 | .. | .. |
| Precious minerals | 97 | - | 3 | 100 | .. | .. |
| Unloadable loads, inland loads | 1,486 | 172 | 233 | 1,891 | 4,300 | 150 |
| Empty containers | 292 | 91 | 307 | 590 | .. | .. |
| Laundry and dry cleaning | 1 | 98 | - | 99 | .. | .. |
| Total | 17,314 | 6,861 | 9,441 | 33,617 | 16,100 | 11,350 |

(1) Includes coastal shipping, inland waterways and pipelines

* Also includes building materials, fertilizers, sugar beet.

+ Includes linerage for the iron and steel industry

The main goods carried by each means of transport

25. In addition to showing the main commodities which enter into transport in this country, the information given in Tables (i) and (ii) also displays the importance of various commodities to each mode of transport.

26. As the figures show, road transport is largely engaged in the carriage of crude minerals for use mainly in building, construction and allied industries, the distribution of foodstuffs to warehouses, shops and homes, the carriage of building materials to building sites, and the movement of coal over predominantly short distances. A wide variety of goods is handled by road transport and compared to the amounts handled by other modes of transport, significant quantities of each commodity are carried by road, whether by public haulage or transport on own account. Thus, road transport is not heavily dependent on any branch of economic activity. In the case of certain sections of road transport however, for example 'B' licence vehicles and Contract 'A' work, there is greater specialisation on particular types of commodities and consequently greater dependence on particular industries - see Chapter III.

27. As regards the railways, the main commodities moved, namely coal, coke, iron ore, and iron and steel finished and semi-finished products, account for well over half of all rail transport. Apart from crude minerals, petroleum and lime, the traffic in each of the other commodities handled was not sufficiently large to account for more than 1 per cent of the total tonnage carried by rail in 1962.

28. The two main commodities carried by coastal shipping are coal and petroleum; these accounted for about 90 per cent of the total tonnage and ton mileage by this means of transport in 1962. Petroleum is also the main commodity moved by inland waterways, accounting for nearly 40 per cent of the total, and coal accounts for a further 30 per cent. Pipelines carry petroleum and petroleum products only.

The pattern of transport

29. This broad analysis of the commodities carried by every means of transport shows the general pattern of transport in this country and the contribution of each mode of transport to the total movement of goods. It is seen that the railways are almost entirely concerned with the long distance carriage of fuel, crude materials and manufactured industrial materials. Coastal shipping, pipelines and inland waterways transport are primarily concerned with the carriage of fuel over long or medium distances. Road public haulage transports industrial materials, foodstuffs and crude materials mainly but is also important in the carriage of manufactured goods. 'C' vehicles employed in industries other than the distributive trades carry crude building materials, industrial materials (largely for the building industry), foodstuffs and manufactured goods over short distances mainly, while vehicles operated on own account by the distributive trades are used for the local distribution of foodstuffs and fuel.

30. The pattern is shown more clearly by the figures in Tables (iii) and (iv). In these Tables the detailed list of commodities shown by Tables (i) and (ii) has been condensed into five main groups and the percentage share of each group in the total tonnage and ton mileage performed by each means of transport is shown. The groups are: foodstuffs, crude materials, fuel, manufactured industrial materials (or 'intermediate goods'), manufactures. Together these cover all stages of production from extraction of the raw material to finished product and its delivery to the final consumer. There is also a 'miscellaneous' group which covers furniture removing, laundry and dry cleaning, mixed or unallocable loads and carriage of empties.

31. The foodstuffs group is sub-divided into raw, that is unprocessed, foods and manufactured or processed foodstuffs. The distinction between the two is in some cases rather arbitrary, for example, dairy produce has been included with raw foodstuffs, although it includes butter, cheese and processed milk. Similarly, animal feed has been included in manufactured foods although it includes hay, etc.

32. Crude materials cover oilseeds, fertilisers, ores, wool, cotton, etc., as well as crude building minerals such as sand and gravel.

33. The term 'intermediate goods' is used to describe those industrial products which are mainly used as inputs of other industries. Four main sub-divisions are distinguished but the most important is building materials, which include bricks, tiles, concrete products, cement etc. A large part of the iron and steel products and also of the category 'other materials' is probably used for building or construction and should therefore be included as building materials, but except in the

case of 'C' licence carriage (see Chapter III), it is impossible to separate the amounts used by the building industry from the quantities used by other industries and so all iron and steel products and the 'other materials' are included within their respective sub-groups.

34. As explained in paragraph 10 because of the lack of equivalent data only a partial analysis of the ton mileage by commodity groups is possible for rail transport, but as the share of rail in the transport of most commodities other than fuel, crude materials and iron and steel products is comparatively small, the allocation for all inland transport shown by Table (iv) though based on limited data for the railways is probably accurate to within one or two of the percentage figures shown.

Transport and production

35. The data concerning the quantities of the various commodities moved in inland transport, which have been summarized in the first part of this chapter, enable an assessment to be made of the relationship between the production (including imports) of various kinds of goods and the amount of transport they generate before they are consumed (or exported).

36. Production statistics for the main industries in this country are available in a number of published sources, for example the *Annual Abstract of Statistics*, but there are certain difficulties in attempting to use them for the present purpose. For instance, while production of most commodities is measured in tonnages, in a number of cases some other measure is used and conversion factors have to be employed to estimate the tonnages involved; in a few cases it is quite impossible to derive even a rough approximation to the weight of the commodities produced. Again, in some industries, agriculture for example, much of the production is consumed within the industry without the need for external transport, and where this is the case the quantity involved has to be estimated and excluded from the production figures. Finally, estimates of tonnages of goods produced do not normally include the weight of the packaging material in which some commodities have to be placed before they can be transported while estimates of tons moved by inland transport include weight of packaging; this consideration is important in the case of manufactured goods mainly and also in the distribution of milk and beverages.

37. For these reasons, the results of the present exercise are subject to serious limitations. Nevertheless it is believed that they provide a valuable indication of the demands which the production of different goods (outputs of different industries) make on transport in this country. The figures are shown in Table (v). In the case of each commodity, the tonnages imported have been added to the production estimates.

38. As Table (v) shows, there is considerable variation in the amount of transport which the production of different goods generates. Three distinct groups of commodities may be recognised:

39. First, there are those commodities which require very little transport over and above the primary haul from the producer or port of entry to the point of consumption. Examples are provided by coal, crude minerals, ores, cereals, cement and oilseeds, all of which are primary products or intermediate goods. A certain amount of coal is handled by the distributive trades and most of this would involve a second handling. Similarly, some crude minerals, cement and cereals are handled by general dealers and these quantities would be carried for the second time from dealer's yard to the final consumer. But, in the case of all these commodities the amounts handled by the distributive trades are small compared to the total quantity produced. Live animals may also be classified with this group since the estimated weight transported shown by Table (v) includes inter-farm movements while the production figure covers the weight of the animals produced for slaughter only.

40. The second group comprises such commodities as flour, animal feeding stuffs, fertilizers, petroleum, tars. When these goods are transported, in most cases a second handling is involved. For example, petroleum is carried mainly by rail and coastal shipping to storage depots and then from depot to filling stations by road transport. Similarly, animal feeding stuffs and fertilizers probably move from producer, grain mill or docks to general dealer and then from dealer to farmer. The pattern of distribution of flour is from mill to blender and packing factory and then to distributors, but also a certain amount of flour probably moves direct from mill to bakery or manufacturer of flour confectionery. Tars generally move from coke ovens, etc. to distillers and the refined product from distiller to consumer.

41. In the case of iron and steel products the pattern is rather complex. Production of crude steel totalled some 20 million tons in 1952 and although most of this would be converted into semi-finished and finished products without the need for

Estimated share of various commodity groups in total tonnage carried by inland transport during 1962

| TABLE (inf) | | Road | | | | | Rail (I) | Other | All inland transport (I) |
|---|-------------------------------|----------------------------------|---------------------------|--------------------------|--------------------------|--------------------|--------------------------|-------|--------------------------|
| Commodity group | 'A' and 'B' licensed vehicles | 'C' licensed vehicles | | Total road | | | | | |
| | | Distributive trades and Services | Other 'C' Industries | | | | | | |
| 1. Foodstuffs Raw Manufactured Total | 7.7 7.0 | 21.4 18.5 | 3.3 14.5 | 10.0 11.4 | 1.0 2.0 | 0.3 - | 8.0 10.0 | | |
| | 16.7 | 35.9 | 17.8 | 21.5 | 3.0 | 0.3 | 12.0 | | |
| | 24.1 6.4 | 10.8 7.9 | 25.1 4.5 | 20.8 6.2 | 4.0 10.0 | 4.9 0.3 | 11.0 6.0 | | |
| 2. Crude materials Building materials Other Total | 30.5 | 18.8 | 29.6 | 27.0 | 14.0 | 5.2 | 24.0 | | |
| 3. Fuel Coal and coke Petroleum Total | 13.9 2.1 | 15.8 11.2 | 6.4 1.7 | 12.0 4.4 | 62.0 3.0 | 35.4 51.8 | 21.0 6.0 | | |
| | 16.0 | 27.0 | 8.1 | 16.5 | 65.0 | 87.2 | 27.0 | | |
| | 8.6 2.4 4.6 2.2 | 4.0 0.4 1.2 0.4 | 16.7 3.1 3.1 2.2 | 9.9 2.1 3.2 1.8 | 1.0 1.0 6.0 3.0 | 0.9 - - - | 8.0 2.0 3.0 2.0 | | |
| 4. Intermediate goods Building materials Chemicals Iron and steel products Other materials Total | 17.8 | 6.0 | 25.1 | 16.9 | 11.0 | 0.9 | 15.0 | | |
| 5. Manufactures | 8.8 | 6.6 | 12.9 | 9.5 | 1.0 | - | 8.0 | | |
| 6. Miscellaneous | 12.1 | 5.7 | 6.5 | 8.6 | 6.0 | 6.3 | 8.0 | | |
| | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | | |

(I) Because of the limited commodity analysis for rail transport, the figures have been rounded to the nearest whole percentage.

Estimated share of various commodity groups in total ton mileage performed by inland transport during 1962

| TABLE (in) | | Road | | | | | Rail | Other | All inland transport (1) |
|-------------------------|------------|-------------------------------|----------------------------------|----------------------|------------|-------|-------|-------|--------------------------|
| Commodity group | Percentage | 'A' and 'B' licensed vehicles | 'C' licensed vehicles | | Total road | | | | |
| | | | Distributive trades and Services | Other 'C' industries | | | | | |
| 1. Foodstuffs | | | | | | | | | |
| Raw | | 9.0 | 24.5 | 3.8 | 11.2 | φ | - | 6.0 | |
| Manufactured | | 9.2 | 16.8 | 20.4 | 13.9 | φ | - | 8.0 | |
| Total | | 19.2 | 41.3 | 24.2 | 25.1 | φ | - | 14.0 | |
| 2. Crude materials | | | | | | | | | |
| Building materials | | 11.8 | 6.4 | 12.2 | 10.8 | 11.0 | 3.5 | 9.0 | |
| Other | | 7.1 | 9.9 | 4.6 | 6.8 | 11.0 | - | 7.0 | |
| Total | | 18.9 | 15.4 | 16.8 | 17.6 | 22.0 | 3.5 | 16.0 | |
| 3. Fuel | | | | | | | | | |
| Coal and coke | | 7.8 | 8.3 | 2.2 | 6.3 | 45.0 | 45.4 | 24.0 | |
| Petroleum | | 2.8 | 14.6 | 2.2 | 5.0 | φ | 46.3 | 11.0 | |
| Total | | 10.6 | 22.9 | 4.4 | 11.4 | - | 91.6 | 35.0 | |
| 4. Intermediate goods | | | | | | | | | |
| Building materials | | 8.9 | 3.6 | 15.7 | 9.7 | φ | 1.8 | 6.0 | |
| Chemicals | | 5.0 | 0.7 | 5.4 | 4.2 | φ | - | 2.0 | |
| Iron and steel products | | 8.8 | 1.9 | 4.5 | 6.2 | 6.0 | - | 5.0 | |
| Other materials | | 2.7 | 0.3 | 3.0 | 2.5 | φ | - | 1.0 | |
| Total | | 25.4 | 6.5 | 28.7 | 22.4 | - | 1.8 | 14.0 | |
| 5. Manufactures | | 15.5 | 8.7 | 21.1 | 15.7 | φ | - | 9.0 | |
| 6. Miscellaneous | | 10.5 | 5.3 | 4.7 | 7.8 | 27.0 | 3.1 | 12.0 | |
| TOTAL | | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | |

φ included in miscellaneous

(1) see paragraph 34

for transport external to the works, a certain amount would however be moved between works. In addition there is a sizeable inter-works movement of semi-finished steel. A further complication arises from the fact that a large proportion of the output of the iron and steel industry is handled by rail transport and some of these goods would require road handling at either or both ends of the haul, thus involving more than one handling. It is therefore difficult to generalise in the case of this commodity, but if it can be assumed that inter-works transport in semi-finished steel is not unduly large relative to the total movement of iron and steel goods, and discounting the additional road handling involved in the rail borne goods, it is probable that most steel products enter only once into transport and as for the remainder the bulk would require a second handling only.

42. Textile fibres and yarn are also difficult to classify since the commodity classification includes both the raw material and the semi-finished product, but the general indication is that a number of movements are involved before the raw material is fully processed.

43. The final group includes those commodities which enter many times over into transport. The most important are raw foodstuffs such as fresh fruit, vegetables, dairy produce, meat, fish, and processed foods; these goods are handled three or four times before they reach the final consumer. Timber and beverages also involve many stages of distribution, but in the case of beverages it should be noted that the relationship between production and the amount handled in inland transport is overstated by the figures in Table (v), the production figure only covers the weight of the liquid produced while the tonnage transported would also include the weight of the containers - bottles, crates, barrels, etc., which are an important feature in the distribution of this commodity. The number of times beverages are handled could therefore be two or three times. This qualification also applies in milk (dairy produce) distribution.

44. In the case of the remainder of the commodity categories listed in Table (v), since each of these includes a wide range of commodities, an estimate cannot be made of the weight of the goods produced and a few general observations are all that is possible: The 'other crude materials' category includes primary goods mainly and the number of times these would be handled is probably not more than once or twice. The chemicals group, on the other hand, is a very mixed bag, it includes both intermediate goods, for example acids, and finished goods such as soaps and toilet preparations. The former probably enter only once into transport, the latter may involve two or more stages of distribution. Most of the building materials produced would probably move direct from producer to building site, but a certain quantity may go to builders' yards and therefore involve a second haul at a later stage, while the quantities handled by the distributive trades would enter into transport at least twice over. As regards other manufactured goods such as metal manufactures, electrical appliances, vehicles, and miscellaneous manufactures, it is difficult to assess the amount of transport their production generates. In the case of some manufactures, for example vehicles, probably only one handling would be required; other goods, such as domestic electrical appliances may be transported three or more times before they reach the final consumer.

Estimated tonnages of commodities produced or imported in 1962
compared with tonnage carried by inland transport

TABLE (v)

Millions

| Commodity | Tonnage produced or imported | Tonnage transported | |
|---|------------------------------------|---------------------|---|
| | | Total | of which, by Distributive Trades and Service industries |
| Cereals + | 12 - 16 | 17 | 4 |
| Fresh fruits, vegetables, nuts and flowers | 10 | 35 | 25 |
| Meat and poultry | 4 | 13 | 6 |
| Fish | 1 | 4 | 2 |
| Live animals | 5 | 10 | 1 |
| Dairy produce, eggs | 13 | 49 | 34 |
| Beverages | 7 | 34 | 4 |
| Flour | 4 | 8 | 1 |
| Animal feeding stuffs + | 12 - 16 | 30 | 11 |
| Other foodstuffs, tobacco | 17 * | 75 | 33 |
| Oil seeds, oil nuts and oil kernels, animal and vegetable oils and fats | 2 | 2 | - |
| Wood, timber, cork | 8 | 26 | 11 |
| Crude and manufactured fertilizers | 6 | 12 | 2 |
| Crude minerals other than ore | 212 | 273 | 37 |
| Iron ore and scrap iron | 33 | 30 | 4 |
| Non-ferrous metal ores | 2 | 5 | 3 |
| Textile fibres and waste | 3 | 8 | 1 |
| Other crude materials | .. | 18 | 5 |
| Coal and coke | 209 | 318 | 54 |
| Petroleum and petroleum products, gas | 47 | 95 | 38 |
| Tar from coal and natural gas | 3 | 6 | - |
| Chemicals and plastic materials | .. | 28 | 1 |
| Lime | .. | 13 | 1 |
| Cement | 14 | 18 | 2 |
| Building materials | .. | 110 | 12 |
| Iron and steel finished and semi-finished products | 29 † | 53 | 4 |
| Non-ferrous metals | 3 | 10 | 1 |
| Metal manufactures | .. | 21 | 3 |
| Electrical and non-electrical machinery, transport equipment | .. | 44 | 9 |
| Miscellaneous manufactured articles | .. | 55 | 11 |

* As 'other' category and could therefore include additional items to the ones identified

+ Some 4 million tons of this commodity could be classed either as cereals or animal feeds, a figure including the 4 million tons and one excluding this tonnage is therefore shown

† Production of ingots and castings

III. THE COMMODITIES CARRIED BY ROAD TRANSPORT: DETAILED ANALYSIS

45. Detailed information about the type of goods carried by road transport in 1962 is given in the tables in the first section of this report.

46. The tables may be divided into four groups. The first group, comprises Tables 1 to 5, which show the tonnage and ton mileage of each commodity carried by the whole of the road transport fleet in 1962 and by each vehicle licence category separately, and also Tables 6 to 12, where the information is given in percentage terms so that the shares of various commodities in the total transport performed by each vehicle licence class may be readily ascertained. The second group includes Tables 11 and 12 and here the importance of the various licence categories in the carriage of particular commodities is shown. Table 13 displays the seasonal variation in the commodities carried and, finally Tables 14 to 25 give the additional breakdown of the goods carried by 'C' licence vehicles according to the industry they serve.

47. In the latter tables, the information is given for most of the industries listed in the Standard Industrial Classification. A brief description of each industry is shown on the tables together with the appropriate S.I.C. Minimum List Heading(s). Reference should be made to the latter source for fuller details of the industries covered. The grouping of industries used in these tables does not follow the Standard Industrial Classification however; industries have been grouped according to the main nature of the commodities they carried. Six groups are used, namely, agriculture and food processing industries; fuel industries; building, construction and allied industries; other manufacturing industries; the distributive trades; utilities and service industries.

48. The commodity details are given in terms of tonnage and ton mileage but since the sampling error to which the data are subject are rather large, the figures given in Tables 14 to 25 need to be treated with caution, particularly where the amounts shown are less than a million tons or ten million ton miles. The purpose of these tables is to provide a general indication of the main types of goods carried by different industries rather than the actual quantity of each commodity moved.

The commodities carried by road transport

49. As Tables 1 and 6 show, in 1962 road transport carried a large variety of commodities ranging from agricultural produce to service goods such as laundry and dry cleaning, and with the exception of certain crude minerals and coal, no one commodity accounted for a large share of the total tonnage moved by road.

50. The crude minerals which form an important part of road transport are those such as sand, gravel, stones, slag, etc., which are mainly road making, building, and construction minerals. This group of commodities accounted for a fifth of the total tonnage carried by road in 1962. Coal and coke, the second most important commodities in terms of tonnage moved, accounted for 12 per cent of the total, while the third largest group, cement and other building materials such as bricks, tiles, concrete products, formed a tenth of the total tonnage handled.

51. Most of the crude minerals and coal which are moved by road are carried over very short distances, so that when the work done is measured in ton mileages, the share of minerals in total ton mileage performed drops to a little more than 10 per cent and coal and coke account for only 6 per cent of the total. Cement and other building materials form about 10 per cent and there are a number of commodities, for instance, petroleum, chemicals, iron and steel products, electrical products, which have almost as large a share as coal in the total ton mileage performed. Foodstuffs, as a group, are of course an important commodity in road transport.

52. Particular commodities attain a greater importance within the various vehicle licensing classes. For example, in 'B' licence work minerals accounted for nearly 30 per cent of the ton mileage of all goods moved during 1962. Furthermore, each licence category tends to display certain characteristic features in the types of commodities handled.

53. As might be expected, in the case of 'A' licence vehicles significant quantities of all types of goods are carried so that no single commodity, except perhaps iron and steel products, accounts for a sizeable share of all 'A' licence work measured in ton miles. Another special feature of 'A' work is the number of mixed loads which are carried. Generally

speaking, foodstuffs, semi-finished products and manufactures tend to be more important than fuel and crude materials in 'A' licence transport.

54. Vehicles operated on own account, that is on 'C' licences, also carry a wide range of goods and only a few commodities account for more than a 5 per cent share in the total ton mileage performed. In general, foodstuffs and building minerals and materials are the most important goods in transport on own account.

55. In the case of 'Contract A' and 'B' licence work there is greater specialisation on particular types of goods, and two commodities, coal and crude minerals, formed 27 per cent of the ton mileage and 40 per cent of the tonnage carried by 'Contract A' vehicles in 1962, while in the case of 'B' licence vehicles their shares were 45 per cent and 60 per cent respectively. Both these licence categories are therefore mainly engaged in the carriage of crude minerals for the construction and allied industries and fuel. They are not alike in other respects however, 'B' licence vehicles are commonly used for the carriage of live animals and dairy produce, whereas 'Contract A' vehicles carry chemicals, iron and steel products, and manufactures. Building materials are important in both licence categories.

Contribution of each licence category

56. The contribution which the vehicles in each licence category make to the total movement of a particular commodity is given in Tables 11 and 12. As Table 11 shows, over a wide range of commodities 'C' licence vehicles carry the bulk of the tonnage moved by road. Their share varies from about three-quarters of all the foodstuffs carried and over 80 per cent of the petroleum products down to about 40 per cent in the case of iron and steel products, fertilizers and lime, but in the case of most commodities it is well over half the total moved by all road vehicles.

57. 'A' licence vehicles are important in the carriage of live animals; certain crude materials, e.g. oilseeds, fertilizers and textile fibres; iron and steel finished and semi-finished products; chemicals and plastic materials; and manufactured goods. Vehicles on 'Contract A' licences do not carry a very large share of any commodity except perhaps lime, but 'B' licence vehicles carried nearly a third of the coal, and the sand, gravel, stones, etc., moved by road transport in 1962 and they were important in the carriage of live animals, fertilizers and lime (all of which are activities associated with agriculture) and also iron ore and scrap, and furniture removals.

58. When transport is measured in ton mileages however, a rather different picture is presented, see Table 12. Since the average haul is much shorter in the case of 'C' licensed vehicles than in 'A' and 'Contract A' work, over practically the whole range of commodities the share of 'C' vehicles is lower while that of the other two licence categories increases. The share of 'B' licence vehicles in the carriage of most types of commodities also declines, but not as much as that of the 'C' vehicles.

Seasonal changes in the commodities carried

59. The seasonal variation in the tonnage of various commodities carried by road transport in 1962 is displayed in Table 13. Since the estimates of the seasonal pattern are based on the results of only one survey week in each quarter, the figures given in this table should be treated with caution. Only where the differences are large is it safe to draw inferences about the seasonal changes in the type of commodity handled by road transport. A similar table showing the seasonal fluctuations in the ton mileage performed in the carriage of the various commodities has not been included because the pattern revealed by the additional analysis would be almost identical to the one given by the present analysis based on the tonnage moved.

60. One of the most revealing facts drawn from the figures given in Table 13 is that road transport is mainly serving three groups of industries each of whose demand for transport reaches a peak at a different time of year. The first group comprises agriculture and those industries that use its products or otherwise serve its needs (for fertilizer, etc.). The demand for transport by this group picks up in the autumn, probably after the harvest, and remains high throughout the winter. This pattern is particularly noticeable in the transport of cereals, meat and live animals; and also of flour, animal feeding stuffs, processed foods, fertilizers and lime. In the case of the last five commodities, transport activity remains high into the spring. The transport of timber also has the same seasonal pattern as that of agricultural produce.

61. The fuel industries form the second group. There is a marked peak in the transport of coal and oil in winter months

and activity is still high in the early spring. In the summer and early autumn the transport of these commodities experiences a seasonal decline.

62. The third group is centered around the building and construction industry. It includes those industries which produce crude minerals and manufactured materials for use in building, road works and other civil engineering work. The transport of their products, which include sand, gravel, stones, brick, tiles, cement concrete products, etc., is low during the winter months, picks up rapidly in the spring and remains high for the rest of the year.

63. Products of the industries covered by the above three groups, form well over half the total commodities moved by road transport.

64. The remaining industries display varying seasonal patterns. Fish products moving by road seem to be at a peak in the summer and lowest in early spring, but these figures are subject to rather large sampling errors and the sharp fall in the spring may be due to this factor. Transport of oilsseeds and animal and vegetable oils is low in the summer, and so is the transport of textile fibres, and miscellaneous 'other' crude materials (probably wood pulp mainly). Movements of certain semi-processed and manufactured goods, for example, chemicals and plastic materials, and miscellaneous manufactured articles tend to be lowest in the summer possibly because of the incidence of holiday periods, but generally speaking, most manufactured products tend to enter fairly constantly into transport the whole year round. Furniture moving is a spring and summer activity mainly.

65. It has not been possible to publish tables showing the seasonal variation in the commodities carried by vehicles in each licence category since the sampling errors involved would have been particularly large, but the figures permit a few general observations to be made. It appears that in the case of each of the main commodities carried by road transport, i.e. crude minerals, building materials, coal and petroleum, the seasonal pattern is the same for each of the vehicle licensing classes. The pattern is also broadly similar in the case of cereals and chemicals and plastic materials. The carriage of crude materials other than minerals, semi-finished products and manufactured goods displays the same seasonal variation in 'A' licence and 'Contract A' work and there are also certain similarities in 'A' and 'C' licence work, for example, in the carriage of certain agricultural products and manufactured goods. The type of vehicle which displays least similarity with the three other licence classes is the 'B' licence vehicle. To some extent this may be due to sampling error, but it may also be indicative of a real difference in the type of work performed by the 'B' vehicle when carrying goods other than coal and building minerals and materials.

Commodities carried by various industries

66. Tables 14 to 25 provide detailed information concerning the tonnages and ton mileages of the main commodities carried by 'C' licence transport in various industries. This information is particularly valuable because it helps build a picture of the uses different industries make of their 'C' vehicles.

Agriculture and food processing industries

67. The industries have been grouped according to the main nature of the commodities carried. The first group comprises agriculture, forestry, fishing and the food processing industries. As would be expected, these industries use their 'C' vehicles mainly for the carriage of agricultural produce or processed foodstuffs.

68. Despite a similarity in this respect however, not all the industries within the group use their vehicles for the same purpose. Some use their own transport mainly to collect raw materials which form the 'inputs' of the industry; others, to deliver the manufactured products - the 'outputs' of the industry. Some use their 'C' vehicles for both purposes.

69. It appears that in agriculture and horticulture, own account transport is mainly used to carry the produce of the farms and holdings, probably to market or to distributor (wholesaler or retailer). The vehicles are also used to carry animal feeding stuffs, probably from distributor to farms, and certain crude minerals, for example stones and gravel. The average length of haul for each purpose is very short not exceeding 25 miles, and in the case of the carriage of crude minerals it is under 10 miles, suggesting that the bulk of the traffic handled is local to the farm. It should be noted however that in the case of agriculture, the information given by the present survey results is incomplete; in addition to the 'C' vehicles operated by this industry there are of course the vehicles which are operated on farmer's goods vehicle licences. The latter vehicles, since they are exempt from carrier's licensing, were not included in the 1962 survey.

70. The grain milling industry uses its vehicles both to collect grain from farms or docks and to deliver the flour, cereals and waste products (animal feeds) to the consumer or distributor. The main user of flour is probably the bread and flour confectionary manufacturer and since this industry is classified with grain milling in Tables 14 and 20 there is some overlap of detail here, but it appears that the manufacturer mainly uses his vehicles to carry the finished commodity to the distributor. Lengths of haul are generally over fairly short distances of not more than 50 miles in the case of the transport of grain and waste products from the mill, and predominantly short or medium in the carriage of flour, cereals, and flour confectionery, which includes, biscuits, bread, cakes, etc.

71. The bacon curing, meat and fish products industries also employ their 'C' transport both to collect the unprocessed food and to deliver the finished product. Moreover, although it may appear that the sugar and sugar confectionery industries use their vehicles only for delivery to distributor, since both the raw material (unrefined sugar and sugar beet) and the processed foods are included in the same commodity group (other foods) the pattern of usage may be the same in these industries also.

72. The transport pattern is different in the remainder of the industries included in the first group, namely, fruit and vegetable products, brewing and drink industries, animal foods and 'other food industries'. 'C' vehicles in these industries seem to be used mainly for the carriage of the industries' output; there is very little evidence of the use of the vehicles for the transport of the 'inputs' of the factories and breweries. Lengths of haul vary between the industries. Deliveries in the brewing and drink industries are predominantly over short distances of well under 50 miles, and this is also the case in the animal food industry. In fruit and vegetable processing however, deliveries to distributor tend to be over much longer distances and the average haul is around 75 miles.

The fuel industries

73. Coal mining, coke and coal briquettes production and mineral oil refining form the second group of industries identified in Tables 14 to 15. The coal and coke industries use their 'C' vehicles mainly for the carriage of coal, coke and crude minerals such as stones and colliery waste. The average length of haul involved in the movement of these commodities is very small, well under ten miles, so that the bulk of the transport is probably within a short radius of the pit-head or manufacturing plant.

74. Goods vehicles used by the mineral oil refining industry carry petrol and petroleum products. Hauls are predominantly of short or medium length - not unlike that in the wholesale distribution of petrol, and it is probable that the vehicles are used to deliver products from storage depots to retail outlets.

Construction and allied industries

75. Since the inputs of the building and construction industry are extremely varied its 'C' licence vehicles carry a wide range of commodities, including timber, building minerals of all description, iron and steel products, metal manufactures, bricks, tiles, cement, glass, machinery, and numerous other manufactured articles. The carriage of all these different commodities has one thing in common however; very short hauls predominate. The average haul of crude minerals is less than ten miles and although it is slightly higher for manufactured goods, only in the case of a few commodities does it exceed 25 miles. This suggests that the industry uses its road vehicles mainly for the transport of minerals from nearby quarries to construction sites and for the carriage of manufactured articles from local distributors or builders' yards. Open-cast coal mining is classified with construction in the Standard Industrial Classification, hence the importance of coal as a commodity carried by the industry.

76. Many industries are closely associated with the construction industry either because their products are mainly used in building and construction, for example, brick manufacturing, or because their products form inputs of industries which in turn supply the construction industry, for example, clay extraction. Such industries have been grouped with building and construction in Tables 16 and 22.

77. 'C' vehicles operated by the quarrying and extracting industries are mainly employed to carry the crude minerals from the quarry or excavating site to the construction site or to the brick kiln, cement works etc., where the raw material is to be processed. Rather naturally, hauls are predominantly very short.

78. In brick, pottery, glass and cement making, transport on own account is used to deliver the manufactured products to their main customer, which is the building industry. In addition, however, these industries produce consumer goods such as china and glass ware, and a certain amount of building materials is handled by general dealers, so that some deliveries are made to distributors. The vehicles are also used to a certain extent for carriage of raw material from extracting site to works. For the latter purpose, hauls tend to be very short (less than 10 miles) but for the carriage of the finished product longer runs of up to 50 miles are more common.

79. Industries manufacturing abrasives and other building materials such as plaster, roof felt, glass products and lime products, use their vehicles both for collection of the raw material and delivery of the finished product. In both cases, transport is mainly over short distances.

80. The final industry which has been included in this group is that which produces timber and manufactures wooden articles which are mainly used in building. Since both the unworked wood and the finished timber are included in the same commodity classification, it is difficult to identify the use of 'C' vehicles in this industry, that is, whether they are employed to collect the felled trees from the forest and unworked timber from the docks or to deliver the finished product.

Other manufacturing industries

81. The first three industries listed in Tables 17 and 23, namely chemicals, iron and steel, and light metal manufacture, are industries producing 'intermediate' products mainly, that is, products which form inputs of other industries.

82. The chemical industry produces for a wide range of industries but mainly for agriculture, the textile industries and industries allied to the chemical industry, such as, paint manufacture, soap, detergents, toilet preparations and pharmaceutical products. Thus, its 'C' vehicles are probably engaged mainly on the transport of the industry's products to its customers - chemicals, plastic materials, tann and gases to other industries, animal feeding stuffs and fertilizers to agriculture or distributor. There is a certain amount of transport of crude minerals and other crude materials by the chemical industry, but these commodities could either be inputs of the industry, such as minerals, unrefined salt and oilseeds, or an output of the industry, such as sulphur. Petroleum products are also carried and again these could be inputs of the allied industries (which are included with the chemical industry in Tables 17 and 23) or outputs of the chemical industry.

83. Within the iron and steel industry 'C' licensed vehicles are mainly employed to carry the semi-finished and finished products to other industries. The main users of iron and steel products are the motor vehicle and mechanical engineering industries, while construction and miscellaneous metal manufacturing are also important users. The vehicles in this industry are also used to a certain extent for the carriage of crude minerals, possibly slag mainly, and iron ores and scrap.

84. Similarly, in light metal manufacture, own account transport is largely employed to carry the intermediate product to other industries, which are, vehicles, mechanical engineering, electrical goods, metal manufacturing and the construction industry mainly. Although hauls by own account transport in the chemical, iron and steel, and light metal industries are predominantly over distances less than 50 miles, long hauls of 100 miles or more are not uncommon in these industries.

85. The next industries listed in Tables 17 and 23 are those manufacturing industries which are the main users of the products of the iron, steel and light metal industries. The mechanical engineering, electrical goods, vehicles and miscellaneous metal manufacturing industries are distinguished, construction having been shown as a separate group in Tables 16 and 22. In each of these industries own account transport is used mainly for the carriage of the industry's product to the distributor or consumer (including exporters), but a certain amount of carriage of inputs such as iron and steel products and metals occurs in the mechanical engineering and miscellaneous metal manufacturing industries. Hauls are predominantly over short or medium distances but longer hauls are not uncommon, particularly in the transport of domestic electrical appliances.

86. In the remainder of the manufacturing industries included in Tables 17a and 21a the pattern of usage of 'C' vehicles seems to be mainly for carriage of finished products to distributor or consumer. The textile industry is an exception, however, in that since it includes production of man-made fibres and the spinning and weaving of cloth as well as production of textile manufacturers, its vehicles will also be used for delivery of intermediate products to other industries, for example, cloth to the clothing and footwear industry. Textile industries together with the leather and fur industries also use their vehicles to carry coal and crude materials (wool, jute, etc.) to the factory, mill or tannery.

37. Tables 18 and 24 provide information concerning the types of goods carried by the distributive trades, which include wholesale, retail and general dealing.

38. Wholesale dealing is divided into three parts: food and tobacco, petroleum, and dealing in other goods such as clothing, footwear, books, furniture, electrical appliances, etc. In the wholesale distribution of foodstuffs the main commodities carried are fresh fruit and vegetables, meat, fish, dairy produce, eggs, beverages and miscellaneous 'other' foods and tobacco. The distance over which each of these commodities except fish is hauled is predominantly of short length of on average less than 50 miles; in wholesale fish distribution however longer hauls are involved. Short or medium hauls are also common in wholesaling 'other' goods and in the wholesale distribution of petroleum.

39. As might be expected, foodstuffs form the bulk, about 70 per cent, of the commodities handled by retailers. The only other commodities of importance in retail distribution are coal, machinery (domestic appliances mainly) and miscellaneous manufactured articles. The average haul on which all the goods except animal feeding stuffs, machinery and manufactured articles are carried is very short, being less than 15 miles. In the case of animal feeds, machinery and manufactures they are slightly longer, the average being around 25 miles.

40. Four types of general dealers have been distinguished; those dealing in coal, building materials, agricultural supplies and other industrial materials.

41. Coal merchants carry coal mainly but they also handle crude minerals, probably for use in building, and petroleum. The average haul in the transport of coal and crude minerals is about 10 miles but petroleum is carried over longer distances and hauls of up to 50 miles are not uncommon.

42. Builders merchants use their 'C' vehicles to carry building minerals and materials over predominantly very short distances, but dealers in agricultural supplies transport their goods, which are cereals, animal feeding stuffs and seed and fertilizers mainly, on slightly longer hauls of up to 50 miles.

43. Dealers in other industrial materials carry timber, ores, scrap, textile fibres and other crude materials, and iron and steel products mainly. Very short hauls are predominant in the carriage of timber, ores and scrap but in the movement of textile fibres, other crude materials and iron and steel products short or medium length hauls are common.

44. This group of industries covers the remainder of the industries listed in the Standard Industrial Classification. It comprises the gas, electricity and water supply industries; transport and communications; insurance, banking and finance; professional and scientific services; miscellaneous services such as entertainment, catering, laundries, motor repairing; and national and local government services. Details of the commodities carried by the road goods vehicles operated by these industries are given in Tables 19 and 25.

45. The 'C' vehicles operated by the public utilities (gas, electricity and water supply) carry crude minerals, coal, coke, metal manufactures and machinery. The manufactured goods are probably inputs of the industry but since both coal and coke are shown under the same commodity heading, it is difficult to determine whether the vehicles are used to carry coal to gas works and power stations or coke from gas works - probably the latter mainly. Average hauls of all commodities are very short however so that the bulk of the traffic handled is local traffic.

46. Vehicles operated on own account by the transport industry itself, which in this context covers road passenger transport, road goods transport for hire or reward, railways, air transport, sea transport and harbour authorities, carry a wide range of goods of which crude minerals, coal and building materials are by far the most important. The average length of haul involved in the carriage of these commodities is very short. It should be noted that although postal services are included in 'transport and communications', vehicles operated by the General Post Office were not included in the 1962 survey and transport on own account for this industry group is therefore understated in this respect.

47. Foodstuffs are the only important commodity carried by 'C' vehicles operated by the banking, professional services,

entertainment and catering industries, while in laundering and dry cleaning vehicles are used to carry laundry mainly but also coal and textile waste (i.e. rags). The carriage of laundry is made over short or medium distances mainly.

98. Motor repairing includes wholesale or retail distribution of motor vehicles, garages and filling stations. Not unexpectedly, 'C' vehicles in this industry are used to carry petrol, machinery (vehicles) and miscellaneous manufactured articles, probably tyres mainly. In the case of each commodity, transport occurs over predominantly short distances.

99. The final industry shown, national and local government service, employs its road vehicles mainly for the transport of crude minerals. These are probably materials used for road building and repair. The average length of haul is extremely short being less than 10 miles.

SCOPE OF THE 1962 SURVEY OF ROAD GOODS TRANSPORT

1. The inquiry, which took the form of a sample survey, covered all vehicles operated under carriers' licences in Great Britain during the survey period. British Road Services' and British Railways' road vehicles are operated under carriers' licences and are therefore included. The survey thus covered all vehicles which are usually regarded as goods vehicles, except farmers' vehicles and government owned vans and lorries, which do not require carriers' licences. Since both the farmers' and government owned vehicles are relatively few in number and predominantly small in size, the effect of their omission on the estimates of work done by road goods transport is very small.

PERIOD COVERED

2. The survey covered four separate weeks in the period April, 1962 to January, 1963. The weeks were: 2nd to 8th April, 1962; 2nd to 8th July, 1962; 1st to 7th October, 1962, and 7th to 13th January, 1963.

3. The results obtained for the survey weeks were expanded to provide estimates of work done during 1962. The expansion occurred in two stages. The first stage entailed grossing up the estimate of work done in a survey week into an estimate for the whole month in which the week occurred. The expansion factor used for this purpose was obtained by dividing the total number of weekdays, Saturdays and Sundays (respectively) in the month by the number included in the survey period and compiling a single, weighted, average of the products; the weights used were the estimated proportions of work done on weekdays, Saturday and Sunday. When counting to determine the number of weekdays in a month, public holidays which fell on weekdays were excluded and were counted as Sundays.

4. The second stage was the expansion of the estimate of work done in the month into an estimate for the whole quarter, and since information is available from the traffic counts showing the monthly variation in goods vehicle mileage during 1962, the appropriate grossing up factor could be derived from this source.

5. The sum of the estimates thus obtained for the four quarters yielded an estimate of work done by road transport in the period 1st April, 1962 to 31st March, 1963. To provide an estimate for the calendar year 1962, the estimate obtained for the first quarter, 1963 was adjusted to a first quarter, 1962 basis according to the change in goods vehicle mileage between the two periods, revealed by the traffic counts.

METHOD OF CONDUCTING THE SURVEY

6. The inquiry was taken under the Statistics of Trade Act, 1947. A separate sample of vehicles was selected for each survey week, and questionnaires were sent by post to the operators of the vehicles selected. The operators were required to make their return by a specified date shortly after the survey week.

7. The questionnaires asked for details of the vehicle and of the work it performed during the survey week. Three versions of the form were used; one version for public haulage vehicles, and two versions for the 'C' licensed vehicles. One of the 'C' licence forms was for vehicles of an unladen weight of over 1 ton, the other a simplified version for the smaller vehicles of 1 ton or less. The forms sent to operators of 'C' licence vehicles differed from the one sent to public haulage operators in that information was sought from the 'C' licence holder about the nature of his business and the nature of the work performed by his vehicle.

8. The completed forms were subjected to scrutiny and consistency checks before being accepted for processing and inclusion in the results of the inquiry; doubtful entries were queried with the operator.

DEFINITIONS

Carriers' licences

9. Carriers' licences are of four types:-

'A' licence vehicles may be used for the carriage of goods for hire or reward, and for carriage in connection with the operator's business as a carrier of goods, but, in general, for no other purpose connected with the carriage of goods.

'Contract A licence vehicles' may be used only under a contract, extending over a continuous period of not less than one year, made by the holder with some person other than a carrier, for the exclusive carriage of that person's goods. The goods must however be connected with the person's trade or business.

'B' licence vehicles may be used for the carriage of goods either in connection with the trade or business of the licensee, or (subject to any special conditions attached to the licence) for hire or reward.

'C' licence vehicles may be used only for the carriage of goods in connection with the trade or business of the licensee.

In addition to the vehicles on 'C' licence, there are a small number of vehicles on 'C' hiring allowances. These allowances authorise operators to hire and operate unspecified vehicles (i.e. vehicles not specified on another carrier's licence) for the carriage of their own goods.

The terms 'public haulage', or 'transport for hire or reward' are generally used to denote transport operations of 'A' and 'Contract A' vehicles, while the 'C' licence category is often called 'transport on own account'; the 'B' licence vehicles fall between the two categories, but the major part of their work is for hire.

Symbols and conventions used

The following symbols have been used throughout:

'.' to denote not available

'<' to denote all or less than half the final digit shown.

In tables where figures have been rounded to the nearest final digit there may be apparent slight discrepancy between the total and the sum of the constituent items.

SECTION 1.

ROAD TRANSPORT

Estimated tonnage and ton mileage of commodities carried by road goods transport during 1962

TABLE 1

Millions

| Commodity | Tons | Ton Miles |
|---|---------|-----------|
| Cereals | 15.7 | 517 |
| Fresh fruits, vegetables, nuts and flowers | 34.4 | 1,146 |
| Meat and Poultry | 12.3 | 413 |
| Fish | 3.8 | 156 |
| Live animals | 10.2 | 330 |
| Dairy produce, eggs | 48.7 | 1,167 |
| Beverages | 33.1 | 983 |
| Flour | 7.7 | 330 |
| Animal feeding stuffs | 28.8 | 913 |
| Other foods; tobacco | 73.1 | 2,456 |
| Oil seeds, nuts and kernels, animal and vegetable oils and fats | 2.1 | 134 |
| Wood, timber and cork | 24.8 | 700 |
| Crude and manufactured fertilisers | 10.0 | 311 |
| Crude minerals other than ore | 260.2 | 3,630 |
| Iron ore and scrap iron | 10.1 | 233 |
| Non-ferrous metal ores | 5.1 | 147 |
| Textile fibres and waste | 7.5 | 291 |
| Other crude materials | 17.6 | 467 |
| Coal and coke | 150.2 | 2,134 |
| Petroleum and petroleum products; gas | 55.3 | 1,618 |
| Tars from coal and natural gas | 5.5 | 139 |
| Chemicals and plastic materials | 25.8 | 1,421 |
| Lime | 6.4 | 169 |
| Cement | 15.5 | 492 |
| Building materials | 108.5 | 2,785 |
| Iron and steel finished and semi-finished products | 39.9 | 2,074 |
| Non-ferrous metals | 9.8 | 466 |
| Metal manufactures | 20.9 | 764 |
| Electrical and non-electrical machinery; transport equipment | 44.1 | 2,201 |
| Miscellaneous manufactured articles | 53.9 | 2,307 |
| Furniture removals | 2.9 | 100 |
| Unallocable loads; mixed loads | 85.0 | 1,841 |
| Empty containers | 15.3 | 590 |
| Laundry and dry cleaning | 3.2 | 99 |
| Total | 1,348.0 | 33,617 |

Estimated tonnage and ton mileage of commodities carried by 'A' licensed vehicles during 1962

TABLE 2

Millions

| Commodity | Tons | Ton miles |
|---|--------------|---------------|
| Cereals | 3.6 | 168 |
| Fresh fruits, vegetables, nuts and flowers | 5.0 | 340 |
| Meat and poultry | 3.1 | 156 |
| Fish | 0.7 | 32 |
| Live animals | 4.7 | 164 |
| Dairy produce, eggs | 4.2 | 223 |
| Beverages | 2.5 | 108 |
| Flour | 1.3 | 56 |
| Animal feeding stuffs | 4.9 | 231 |
| Other foods; tobacco | 12.7 | 718 |
| Oil seeds, nuts and kernels; animal and vegetable oils and fats | 0.8 | 73 |
| Wood, timber and cork | 4.0 | 207 |
| Crude and manufactured fertilizers | 2.9 | 146 |
| Crude minerals other than ore | 20.7 | 544 |
| Iron ore and scrap iron | 1.1 | 54 |
| Non-ferrous metal ores | 0.5 | 40 |
| Textile fibres and waste | 2.5 | 146 |
| Other crude materials | 3.3 | 155 |
| Coal and coke | 11.8 | 339 |
| Petroleum and petroleum products; gas | 3.1 | 167 |
| Tars from coal and natural gas | 1.1 | 36 |
| Chemicals and plastic materials | 7.1 | 579 |
| Lime | 0.7 | 36 |
| Cement | 1.9 | 124 |
| Building materials | 11.6 | 768 |
| Iron and steel finished and semi-finished products | 16.1 | 1,144 |
| Non-ferrous metals | 3.1 | 177 |
| Metal manufactures | 3.1 | 208 |
| Electrical and non-electrical machinery; transport equipment | 10.8 | 801 |
| Miscellaneous manufactured articles | 15.1 | 963 |
| Furniture removals | 1.8 | 72 |
| Unallocable loads; mixed loads | 36.8 | 1,234 |
| Empty containers | 3.1 | 181 |
| Laundry and dry cleaning | - | 1 |
| Total | 205.7 | 10,319 |

Estimated tonnage and ton mileage of commodities carried by 'Contract A' licensed vehicles
during 1962

TABLE 3

Millions

| Commodity | Tons | Ton Miles |
|---|-------------|--------------|
| Cereals | 1.0 | 46 |
| Fresh fruit, vegetables, nuts and flowers | 0.9 | 99 |
| Meat and poultry | 0.6 | 25 |
| Fish | 0.1 | 3 |
| Live animals | 0.2 | 11 |
| Dairy produce, eggs | 0.8 | 41 |
| Beverages | 0.8 | 48 |
| Flour | 0.1 | 8 |
| Animal feeding stuffs | 2.2 | 81 |
| Other foods; tobacco | 2.5 | 130 |
| Oil seeds, nuts and kernels; animal and vegetable oils and fats | 0.3 | 22 |
| Wood, timber and cork | 1.4 | 53 |
| Crude and manufactured fertilizers | 0.7 | 32 |
| Crude minerals other than ore | 23.2 | 536 |
| Iron ore and scrap iron | 0.8 | 31 |
| Non-ferrous metal ores | 0.5 | 19 |
| Textile fibres and waste | 0.4 | 17 |
| Other crude materials | 1.6 | 37 |
| Coal and coke | 13.5 | 400 |
| Petroleum and petroleum products; gas | 6.2 | 270 |
| Tars from coal and natural gas | 0.6 | 15 |
| Chemicals and plastic materials | 3.3 | 207 |
| Lime | 1.3 | 39 |
| Cement | 0.9 | 30 |
| Building materials | 13.0 | 359 |
| Iron and steel finished and semi-finished products | 4.0 | 292 |
| Non-ferrous metals | 1.1 | 84 |
| Metal manufactures | 1.4 | 62 |
| Electrical and non-electrical machinery; transport equipment | 3.3 | 226 |
| Miscellaneous manufactured articles | 2.9 | 155 |
| Furniture removals | - | 1 |
| Unallocable loads; mixed loads | 1.9 | 41 |
| Empty containers | 1.2 | 76 |
| Laundry and dry cleaning | - | - |
| Total | 92.7 | 3,447 |

Estimated tonnage and ton mileage of commodities carried by 'B' licensed vehicles during 1962

TABLE 4

Millions

| Commodity | Tons | Ton miles |
|---|-------|-----------|
| Cereals | 1.8 | 61 |
| Fresh fruits, vegetables, nuts and flowers | 2.4 | 81 |
| Meat and poultry | 0.7 | 18 |
| Fish | 0.5 | 14 |
| Live animals | 4.5 | 134 |
| Dairy produce, eggs | 4.6 | 140 |
| Beverages | 0.6 | 25 |
| Flour | 0.4 | 10 |
| Animal feeding stuffs | 3.5 | 96 |
| Other foods, tobacco | 4.2 | 90 |
| Oil seeds, nuts and kernels; animal and vegetable oils and fats | 0.1 | 2 |
| Wood, timber and cork | 2.8 | 50 |
| Crude and manufactured fertilizers | 2.8 | 44 |
| Crude minerals other than ore | 79.1 | 956 |
| Iron ore and scrap iron | 2.7 | 42 |
| Non-ferrous metal ores | 0.4 | 8 |
| Textile fibres and waste | 0.8 | 17 |
| Other crude materials | 2.1 | 36 |
| Coal and coke | 45.7 | 613 |
| Petroleum and petroleum products; gas | 1.3 | 47 |
| Tars from coal and natural gas | 0.9 | 19 |
| Chemicals and plastic materials | 1.8 | 74 |
| Lime | 1.7 | 44 |
| Cement | 1.2 | 26 |
| Building materials | 15.0 | 248 |
| Iron and steel finished and semi-finished products | 3.3 | 82 |
| Non-ferrous metals | 0.9 | 17 |
| Metal manufactures | 1.1 | 32 |
| Electrical and non-electrical machinery; transport equipment | 2.7 | 113 |
| Miscellaneous manufactured articles | 4.6 | 118 |
| Furniture removals | 0.9 | 24 |
| Unallocable loads; mixed loads | 15.1 | 161 |
| Empty containers | 0.9 | 35 |
| Laundry and dry cleaning | - | - |
| Total | 211.1 | 3,478 |

TABLE 5

Millions

| Commodity | Tons | Ton Miles |
|---|-------|-----------|
| Cereals | 9.4 | 241 |
| Fresh fruit, vegetables, nuts and flowers | 26.1 | 670 |
| Meat and poultry | 7.9 | 234 |
| Fish | 2.4 | 107 |
| Live animals | 0.9 | 21 |
| Dairy produce, eggs | 39.1 | 763 |
| Beverages | 29.2 | 802 |
| Floor | 5.9 | 237 |
| Animal feeding stuffs | 18.2 | 504 |
| Other foods; tobacco | 53.7 | 1,518 |
| Oil seeds, nuts and kernels; animal and vegetable oils and fats | 0.8 | 38 |
| Wood, timber and cork | 16.6 | 390 |
| Crude and manufactured fertilisers | 3.7 | 89 |
| Crude minerals other than ore | 137.3 | 1,594 |
| Iron ore and scrap iron | 5.4 | 166 |
| Non-ferrous metal ores | 3.7 | 81 |
| Textile fibres and waste | 3.9 | 111 |
| Other crude materials | 10.6 | 239 |
| Coal and coke | 79.1 | 802 |
| Petroleum and petroleum products; gas | 44.7 | 1,183 |
| Tars from coal and natural gas | 2.8 | 68 |
| Chemicals and plastic materials | 13.6 | 560 |
| Lime | 2.7 | 51 |
| Cement | 11.5 | 312 |
| Building materials | 68.9 | 1,418 |
| Iron and steel finished and semi-finished products | 16.5 | 557 |
| Non-ferrous metals | 4.6 | 138 |
| Metal manufactures | 15.4 | 463 |
| Electrical and non-electrical machinery; transport equipment | 27.2 | 1,060 |
| Miscellaneous manufactured articles | 31.3 | 1,071 |
| Furniture removals | 0.2 | 3 |
| Unallocable loads; mixed loads | 31.3 | 405 |
| Empty containers | 10.6 | 302 |
| Laundry and dry cleaning | 3.2 | 98 |
| Total | 738.5 | 16,503 |

Shares of various commodities in road goods transport during 1962

TABLE 6

Percentages

| Commodity | Tons | Ton Miles |
|---|-------|-----------|
| Cereals | 1.3 | 1.5 |
| Fresh fruits, vegetables, nuts and flowers | 2.8 | 3.4 |
| Meat and Poultry | 1.0 | 1.3 |
| Fish | 0.3 | 0.5 |
| Live animals | 0.8 | 1.0 |
| Dairy produce, eggs | 3.9 | 3.5 |
| Beverages | 2.7 | 2.9 |
| Flour | 0.6 | 1.0 |
| Animal feeding stuffs | 2.3 | 2.7 |
| Other foods; tobacco | 5.9 | 7.3 |
| Oil seeds, nuts and kernels; animal and vegetable oils and fats | 0.2 | 0.4 |
| Wood, timber and cork | 2.0 | 2.1 |
| Crude and manufactured fertilizers | 0.3 | 0.9 |
| Crude minerals other than ore | 20.8 | 10.8 |
| Iron ore and scrap iron | 0.3 | 0.7 |
| Non-ferrous metal ores | 0.4 | 0.4 |
| Textile fibres and waste | 0.6 | 0.9 |
| Other crude materials | 1.4 | 1.4 |
| Coal and coke | 12.0 | 6.3 |
| Petroleum and petroleum products; gas | 4.4 | 5.0 |
| Tars from coal and natural gas | 0.4 | 0.4 |
| Chemicals and plastic materials | 2.1 | 4.2 |
| Lime | 0.5 | 0.5 |
| Cement | 1.2 | 1.5 |
| Building materials | 8.7 | 8.3 |
| Iron and steel finished and semi-finished products | 3.2 | 6.2 |
| Non-ferrous metals | 0.8 | 1.4 |
| Metal manufactures | 1.7 | 2.3 |
| Electrical and non-electrical machinery; transport equipment | 3.5 | 6.5 |
| Miscellaneous manufactured articles | 4.3 | 6.9 |
| Furniture removals | 0.2 | 0.3 |
| Unallocable loads; mixed loads | 6.8 | 5.5 |
| Empty containers | 1.3 | 1.8 |
| Laundry and dry cleaning | 0.3 | 0.3 |
| Total | 100.0 | 100.0 |

Share of various commodities in transport by 'A' licensed vehicles
during 1962

TABLE 7

Percentages

| Commodity | Tons | Ton miles |
|---|-------|-----------|
| Cereals | 1.8 | 1.6 |
| Fresh fruits, vegetables, nuts and flowers | 2.4 | 3.3 |
| Meat and poultry | 1.5 | 1.5 |
| Fish | 0.3 | 0.3 |
| Live animals | 2.3 | 1.6 |
| Dairy produce, eggs | 2.0 | 2.1 |
| Beverages | 1.2 | 1.0 |
| Flour | 0.6 | 0.5 |
| Animal feeding stuffs | 2.4 | 2.2 |
| Other foods; tobacco | 6.2 | 6.9 |
| Oil seeds, nuts and kernels; animal and vegetable oils and fats | 0.4 | 0.7 |
| Wood, timber and cork | 2.0 | 2.0 |
| Crude and manufactured fertilizers | 1.4 | 1.4 |
| Crude minerals other than ore | 10.1 | 5.2 |
| Iron ore and scrap iron | 0.5 | 0.5 |
| Non-ferrous metal ores | 0.2 | 0.4 |
| Textile fibres and waste | 1.2 | 1.4 |
| Other crude materials | 1.6 | 1.5 |
| Coal and coke | 5.8 | 3.3 |
| Petroleum and petroleum products; gas | 1.5 | 1.4 |
| Tar from coal and natural gas | 0.5 | 0.3 |
| Chemicals and plastic materials | 3.5 | 5.6 |
| Lime | 0.3 | 0.3 |
| Cement | 0.9 | 1.2 |
| Building materials | 5.7 | 7.4 |
| Iron and steel finished and semi-finished products | 7.8 | 11.1 |
| Non-ferrous metals | 1.5 | 1.7 |
| Metal manufactures | 1.5 | 2.0 |
| Electrical and non-electrical machinery; transport equipment | 5.3 | 7.7 |
| Miscellaneous manufactured articles | 7.3 | 9.3 |
| Furniture removals | 0.9 | 0.7 |
| Unallocable loads; mixed loads | 17.9 | 12.0 |
| Empty containers | 1.5 | 1.7 |
| Laundry and dry cleaning | - | - |
| Total | 100.0 | 100.0 |

Shares of various commodities in transport by 'Contract A' licensed vehicles during 1962

TABLE 3

Percentages

| Commodity | Tons | Ton miles |
|---|-------|-----------|
| Cereals | 1.1 | 1.3 |
| Fresh fruits, vegetables, nuts and flowers | 0.9 | 1.7 |
| Meat and poultry | 0.7 | 0.7 |
| Fish | 0.1 | 0.1 |
| Live animals | 0.2 | 0.3 |
| Dairy produce, eggs | 0.8 | 1.2 |
| Beverages | 0.9 | 1.4 |
| Flour | 0.1 | 0.2 |
| Animal feeding stuffs | 2.3 | 2.3 |
| Other foods; tobacco | 2.7 | 3.8 |
| Oil seeds, nuts and kernels; animal and vegetable oils and fats | 0.3 | 0.6 |
| Wood, timber and cork | 1.5 | 1.5 |
| Crude and manufactured fertilizers | 0.8 | 0.9 |
| Crude minerals other than ore | 25.0 | 15.6 |
| Iron ore and scrap iron | 0.9 | 0.9 |
| Non-ferrous metal ores | 0.5 | 0.6 |
| Textile fibres and waste | 0.4 | 0.5 |
| Other crude materials | 1.8 | 1.1 |
| Coal and coke | 14.7 | 11.6 |
| Petroleum and petroleum products; gas | 6.7 | 7.8 |
| Tars from coal and natural gas | 0.7 | 0.4 |
| Chemicals and plastic materials | 3.6 | 6.0 |
| Lime | 1.4 | 1.1 |
| Cement | 1.0 | 0.9 |
| Building materials | 14.0 | 10.2 |
| Iron and steel finished and semi-finished products | 4.3 | 8.5 |
| Non-ferrous metals | 1.2 | 2.4 |
| Metal manufactures | 1.5 | 1.8 |
| Electrical and non-electrical machinery; transport equipment | 3.6 | 6.6 |
| Miscellaneous manufactured articles | 3.1 | 4.5 |
| Furniture removals | - | - |
| Unallocable loads; mixed loads | 2.0 | 1.2 |
| Empty containers | 1.3 | 2.2 |
| Laundry and dry cleaning | - | - |
| Total | 100.0 | 100.0 |

Share of various commodities in transport by 'B' licensed vehicles
during 1962

TABLE 9

Percentages

| Commodity | Tons | Ton miles |
|---|-------|-----------|
| Cereals | 0.8 | 1.8 |
| Fresh fruits, vegetables, nuts and flowers | 1.1 | 2.3 |
| Meat and poultry | 0.3 | 0.5 |
| Fish | 0.2 | 0.4 |
| Live animals | 2.1 | 3.9 |
| Dairy produce, eggs | 2.2 | 4.0 |
| Beverages | 0.3 | 0.7 |
| Flour | 0.2 | 0.3 |
| Animal feeding stuffs | 1.7 | 2.8 |
| Other foods; tobacco | 2.0 | 2.6 |
| Oil seeds, nuts and kernels; animal and vegetable oils and fats | - | 0.1 |
| Wood, timber and cork | 1.3 | 1.4 |
| Crude and manufactured fertilizers | 1.3 | 1.3 |
| Crude minerals other than oil | 37.5 | 27.6 |
| Iron ore and scrap iron | 1.3 | 1.2 |
| Non-ferrous metal ores | 0.2 | 0.2 |
| Textile fibres and waste | 0.4 | 0.5 |
| Other crude materials | 1.0 | 1.0 |
| Coal and coke | 21.6 | 17.6 |
| Petroleum and petroleum products; gas | 0.6 | 1.4 |
| Taxs from coal and natural gas | 0.4 | 0.5 |
| Chemicals and plastic materials | 0.8 | 2.1 |
| Lime | 0.8 | 1.3 |
| Cement | 0.6 | 0.7 |
| Building materials | 7.1 | 7.1 |
| Iron and steel finished and semi-finished products | 1.6 | 2.4 |
| Non-ferrous metals | 0.4 | 0.5 |
| Metal manufactures | 0.5 | 0.9 |
| Electrical and non-electrical machinery; transport equipment | 1.3 | 3.2 |
| Miscellaneous manufactured articles | 2.2 | 3.4 |
| Furniture removals | 0.5 | 0.7 |
| Unallocable loads; mixed loads | 7.2 | 4.6 |
| Empty containers | 0.5 | 1.0 |
| Laundry and dry cleaning | - | - |
| Total | 100.0 | 100.0 |

Shares of various commodities in transport by 'C' licensed vehicles
during 1962

TABLE 10

Percentages

| Commodity | Tons | Ton miles |
|---|-------|-----------|
| Cereals | 1.3 | 1.5 |
| Fresh fruits, vegetables, nuts and flowers | 3.5 | 4.1 |
| Meat and poultry | 1.1 | 1.4 |
| Fish | 0.3 | 0.7 |
| Live animals | 0.1 | 0.1 |
| Dairy produce, eggs | 5.3 | 4.7 |
| Beverages | 4.0 | 4.9 |
| Flour | 0.8 | 1.6 |
| Animal feeding stuffs | 2.5 | 3.1 |
| Other foods; tobacco | 7.3 | 9.3 |
| Oil seeds, nuts and kernels; animal and vegetable oils and fats | 0.1 | 0.2 |
| Wood, timber and cork | 2.2 | 2.4 |
| Crude and manufactured fertilizers | 0.5 | 0.5 |
| Crude minerals other than ore | 18.6 | 9.8 |
| Iron ore and scrap iron | 0.7 | 0.7 |
| Non-ferrous metal ores | 0.5 | 0.5 |
| Textile fibres and waste | 0.5 | 0.7 |
| Other crude materials | 1.4 | 1.5 |
| Coal and coke | 10.7 | 4.9 |
| Petroleum and petroleum products; gas | 6.1 | 7.3 |
| Tars from coal and natural gas | 0.4 | 0.4 |
| Chemicals and plastic materials | 1.8 | 3.4 |
| Lime | 0.4 | 0.3 |
| Cement | 1.6 | 1.9 |
| Building materials | 9.4 | 8.7 |
| Iron and steel finished and semi-finished products | 2.2 | 3.4 |
| Non-ferrous metals | 0.6 | 1.2 |
| Metal manufactures | 2.1 | 2.8 |
| Electrical and non-electrical machinery; transport equipment | 3.7 | 6.5 |
| Miscellaneous manufactured articles | 4.2 | 6.6 |
| Furniture removals | - | - |
| Unallocable loads; mixed loads | 4.2 | 2.5 |
| Empty containers | 1.4 | 1.9 |
| Laundry and dry cleaning | 0.4 | 0.6 |
| Total | 100.0 | 100.0 |

The contribution of vehicles in each licence category to the total tonnage carried in 1962:
analysis by commodity

TABLE 11

Percentages

| Commodity | Licence category | | | | All licences |
|--|------------------|------------|----|-----|-----------------|
| | A | Contract A | B | C | |
| Cereals | 23 | 6 | 11 | 60 | 100 |
| Fresh fruits, vegetables, nuts and flowers | 14 | 3 | 7 | 76 | 100 |
| Meat and poultry | 25 | 5 | 6 | 64 | 100 |
| Fish | 19 | 3 | 14 | 64 | 100 |
| Live animals | 46 | 2 | 44 | 8 | 100 |
| Dairy produce, eggs | 9 | 2 | 9 | 80 | 100 |
| Beverages | 8 | 2 | 2 | 88 | 100 |
| Flour | 17 | 1 | 5 | 77 | 100 |
| Animal feeding stuffs | 17 | 8 | 12 | 63 | 100 |
| Other foods; tobacco | 17 | 3 | 6 | 74 | 100 |
| Oil seeds, nuts and kernels; animal and vegetable oils and fats | 40 | 15 | 5 | 40 | 100 |
| Wood, timber and cork | 16 | 6 | 11 | 67 | 100 |
| Crude and manufactured fertilizers | 29 | 7 | 28 | 36 | 100 |
| Crude minerals other than ore | 8 | 9 | 30 | 53 | 100 |
| Iron ore and scrap iron | 11 | 8 | 27 | 54 | 100 |
| Non-ferrous metal ores | 10 | 10 | 8 | 72 | 100 |
| Textile fibres and waste | 33 | 5 | 10 | 52 | 100 |
| Other crude materials | 19 | 9 | 12 | 60 | 100 |
| Coal and coke | 8 | 9 | 30 | 53 | 100 |
| Petroleum and petroleum products; gas | 6 | 11 | 2 | 81 | 100 |
| Tar from coal and natural gas | 20 | 11 | 17 | 52 | 100 |
| Chemicals and plastic materials | 27 | 13 | 7 | 53 | 100 |
| Lime | 11 | 20 | 27 | 42 | 100 |
| Cement | 12 | 6 | 8 | 74 | 100 |
| Building materials | 11 | 12 | 14 | 63 | 100 |
| Iron and steel finished and semi- finished products | 40 | 10 | 8 | 42 | 100 |
| Non-ferrous metals | 31 | 11 | 9 | 48 | 100 |
| Metal manufactures | 15 | 7 | 5 | 73 | 100 |
| Electrical and non-electrical machinery, transport equipment | 25 | 7 | 6 | 62 | 100 |
| Miscellaneous manufactured articles | 28 | 5 | 9 | 58 | 100 |
| Furniture removals | 62 | - | 31 | 7 | 100 |
| Unallocable loads; mixed loads | 43 | 2 | 18 | 37 | 100 |
| Empty containers | 19 | 8 | 6 | 67 | 100 |
| Laundry and dry cleaning | - | - | - | 100 | 100 |
| All commodities | 17 | 7 | 17 | 59 | 100 |

The contribution of vehicles in each licence category to the total ton mileage performed in 1962:
analysis by commodity

TABLE 12

Percentages

| Commodity | Licence category | | | | All licences |
|---|------------------|------------|----|----|--------------|
| | A | Contract A | B | C | |
| Cereals | 31 | 9 | 12 | 47 | 100 |
| Fresh fruits, vegetables, nuts and flowers | 30 | 5 | 7 | 58 | 100 |
| Meat and poultry | 36 | 6 | 4 | 54 | 100 |
| Fish | 20 | 2 | 9 | 69 | 100 |
| Live animals | 50 | 3 | 41 | 6 | 100 |
| Dairy produce, eggs | 19 | 4 | 12 | 65 | 100 |
| Beverages | 11 | 5 | 2 | 82 | 100 |
| Flour | 17 | 2 | 3 | 78 | 100 |
| Animal feeding stuffs | 25 | 9 | 11 | 55 | 100 |
| Other foods; tobacco | 29 | 5 | 4 | 62 | 100 |
| Oil seeds, nuts and kernels; animal and vegetable oils and fats | 55 | 16 | 1 | 28 | 100 |
| Wood, timber and cork | 29 | 8 | 7 | 56 | 100 |
| Crude and manufactured fertilizers | 47 | 10 | 14 | 29 | 100 |
| Crude minerals other than ore | 15 | 15 | 26 | 44 | 100 |
| Iron ore and scrap iron | 23 | 13 | 18 | 46 | 100 |
| Non-ferrous metal ores | 27 | 13 | 5 | 55 | 100 |
| Textile fibres and waste | 50 | 6 | 6 | 38 | 100 |
| Other crude materials | 33 | 8 | 8 | 51 | 100 |
| Coal and coke | 16 | 19 | 28 | 37 | 100 |
| Petroleum and petroleum products; gas | 10 | 16 | 3 | 71 | 100 |
| Taxs from coal and natural gas | 26 | 11 | 14 | 49 | 100 |
| Chemicals and plastic materials | 41 | 15 | 5 | 39 | 100 |
| Lime | 21 | 23 | 26 | 30 | 100 |
| Cement | 25 | 6 | 5 | 64 | 100 |
| Building materials | 28 | 12 | 9 | 51 | 100 |
| Iron and steel finished and semi-finished products | 55 | 14 | 4 | 27 | 100 |
| Non-ferrous metals | 38 | 18 | 4 | 40 | 100 |
| Metal manufactures | 27 | 8 | 4 | 61 | 100 |
| Electrical and non-electrical machinery; transport equipment | 37 | 10 | 5 | 48 | 100 |
| Miscellaneous manufactured articles | 42 | 7 | 5 | 46 | 100 |
| Furniture removals | 72 | 1 | 24 | 3 | 100 |
| Unallocable loads; mixed loads | 67 | 2 | 9 | 22 | 100 |
| Empty containers | 30 | 13 | 6 | 51 | 100 |
| Laundry and dry cleaning | 1 | - | - | 99 | 100 |
| All commodities | 31 | 10 | 10 | 49 | 100 |

TABLE 13

Percentages

| Commodity | Proportion of total annual tonnage moved in: | | | | |
|---|--|--------|--------|--------|-------|
| | Winter | Spring | Summer | Autumn | Total |
| Cereals | 34 | 20 | 9 | 37 | 100 |
| Fresh fruits, vegetables, nuts and flowers | 23 | 25 | 26 | 26 | 100 |
| Meat and poultry | 28 | 22 | 22 | 28 | 100 |
| * Fish | 26 | 17 | 34 | 23 | 100 |
| Live animals | 25 | 24 | 22 | 29 | 100 |
| Dairy produce, eggs | 28 | 24 | 23 | 25 | 100 |
| Beverages | 26 | 27 | 26 | 21 | 100 |
| Flour | 29 | 34 | 15 | 22 | 100 |
| Animal feeding stuffs | 28 | 28 | 19 | 25 | 100 |
| Other foods, tobacco | 29 | 25 | 22 | 24 | 100 |
| Oil seeds, nuts and kernels; animal and vegetable oils and fats | 25 | 29 | 19 | 27 | 100 |
| Wood, timber and cork | 30 | 23 | 21 | 26 | 100 |
| Crude and manufactured fertilizers | 27 | 29 | 21 | 23 | 100 |
| Crude minerals other than ore | 16 | 25 | 32 | 27 | 100 |
| * Iron ore and scrap iron | 21 | 24 | 21 | 34 | 100 |
| * Non-ferrous metal ores | 25 | 23 | 24 | 28 | 100 |
| * Textile fibres and waste | 34 | 22 | 17 | 27 | 100 |
| Other crude materials | 33 | 30 | 11 | 26 | 100 |
| Coal and coke | 34 | 25 | 20 | 21 | 100 |
| Petroleum and petroleum products; gas | 33 | 27 | 18 | 22 | 100 |
| Tars from coal and natural gas | 28 | 23 | 19 | 30 | 100 |
| Chemicals and plastic materials | 30 | 26 | 19 | 25 | 100 |
| Lime | 32 | 27 | 19 | 22 | 100 |
| * Cement | 15 | 36 | 24 | 25 | 100 |
| Building materials | 20 | 25 | 26 | 29 | 100 |
| Iron and steel finished and semi-finished products | 26 | 23 | 27 | 24 | 100 |
| * Non-ferrous metals | 39 | 25 | 14 | 22 | 100 |
| * Metal manufactures | 21 | 39 | 21 | 19 | 100 |
| Electrical and non-electrical machinery; transport equipment | 23 | 26 | 27 | 24 | 100 |
| Miscellaneous manufactured articles | 26 | 27 | 23 | 24 | 100 |
| Furniture removals | 19 | 31 | 30 | 20 | 100 |
| Unallocable loads; mixed loads | 15 | 24 | 32 | 29 | 100 |
| Empty containers | 23 | 23 | 26 | 28 | 100 |
| Laundry and dry cleaning | 27 | 23 | 25 | 25 | 100 |
| All commodities | 24 | 26 | 25 | 25 | 100 |

^a Based on the results of survey weeks in January, April, July and October respectively.

* Sampling error in quarterly figures fairly large.

Estimated tonnage moved by 'C' licence vehicles during 1962, analysed by nature of business of operator and commodity carried *

1. Agriculture and food processing industries

TABLE 14

Millions

| Commodity | S.I.C. Division List Heading | | | | | | |
|-----------------------------------|--------------------------------------|---|---|-------------------------------------|------------------------------------|---------------------------------------|---|
| | 001-009 | 211-215 | 216,218 | 226,217 | 218 | 231,239 | 239,229,240 |
| | Agriculture, forestry, fishing | Grain milling, bread, flour confectionary | Bacon curing, meat, fish and milk products | Sugar and sugar confectionary | Fruit and vegetable products | Brewing, other drink industries | Animal foods, food industries n.e.s., tobacco |
| Cereals | 0.8 | 3.0 | | | | 0.4 | 0.6 |
| Fresh fruits, etc. | 1.3 | | | | 0.1 | | |
| Meat and poultry | 0.1 | 0.2 | 1.1 | | | | 0.1 |
| Fish | | | 0.1 | | | | |
| Live animals | 0.6 | | | | | | |
| Dairy products, eggs | 0.6 | 0.1 | 3.9 | | | 0.1 | |
| Beverages | | | | | | 24.3 | 0.1 |
| Flour | | 4.8 | | | | | 0.1 |
| Animal feeding stuffs | 1.9 | 3.2 | 0.1 | | | | 1.6 |
| Other foods, tobacco | 0.2 | 10.8 | 1.8 | 5.2 | 0.9 | 0.7 | 0.5 |
| Oils and fats | | 0.1 | | | | | |
| Wood, timber, cork | 0.3 | | | | | | 0.3 |
| Fertilizers | 0.1 | 0.1 | | | | | 0.1 |
| Crude minerals (coal, ores) | 1.4 | | | | | 0.2 | |
| Iron ore and lump iron | | | | | | | |
| Non-ferrous metal ores | | | | | | | |
| Textile fibres and waste | | | | | 0.1 | | |
| Other crude materials | 0.4 | | 0.2 | | | 0.3 | 0.1 |
| Coal and coke | 0.1 | | | | | | |
| Petrol, petrol products, gas | | 0.1 | | | | | |
| Tare and natural gas | | | | | | | |
| Charcoal and plastics | | | | 0.1 | 0.1 | 0.1 | |
| Lime | | | | | | | |
| Cement | | | | | | | |
| Building materials | 0.1 | | | | | 0.1 | |
| Iron and steel products | 0.1 | | | | | | |
| Non-ferrous metals | | | | | | | |
| Metal manufactures | 0.1 | | | | | | |
| Machinery; transport equip. | 0.1 | | | | | | |
| Miscellaneous manufactures | | 0.1 | 0.1 | 0.1 | 0.1 | | 0.1 |
| Furniture, ceramics | | | | | | | |
| Unalikeable loads and mixed loads | 0.1 | 0.2 | 0.1 | 0.1 | | 0.4 | 0.1 |
| Empty containers | 0.1 | 0.6 | 0.3 | 0.1 | 0.1 | 3.0 | |
| Laundry and dry cleaning | | | | | | | |
| Total | 8.3 | 23.3 | 7.8 | 5.6 | 1.4 | 29.6 | 3.7 |

'n.e.s.' indicates 'not elsewhere specified'

* Note.

The sampling errors to which the figures given in Tables 14 to 25 are subject are fairly large, particularly where the amounts shown are less than a million tons or one million ton miles. The purpose of these tables is to provide a general indication of the main types of goods carried by different industries rather than the actual quantity of each commodity moved.

Estimated tonnage moved by 'C' licence vehicles during 1962, analysed by nature of business of operator and commodity carried.

2. The fuel industries

TABLE 15

Millions

| Commodity | S.I.C. Minimum List Heading | |
|--------------------------------|-----------------------------------|----------------------|
| | 101,261 | 262 |
| | Coal mining and manufactured fuel | Mineral oil refining |
| Cereals | | |
| Fresh fruits, etc. | | |
| Meat and poultry | | |
| Fish | | |
| Live animals | | |
| Dairy produce, eggs | | |
| Beverages | | |
| Flour | | |
| Animal feeding stuffs | | |
| Other foods; tobacco | | |
| Oils and fats | | 0.1 |
| Wood, timber, cork | | |
| Fertilizers | | |
| Crude minerals (excl. ore) | 4.0 | |
| Iron ore and scrap iron | | |
| Non-ferrous metal ores | | |
| Textile fibres and waste | | |
| Other crude materials | 0.1 | |
| Coal and coke | 12.7 | |
| Petrol, petrol products, gas | 0.4 | 2.9 |
| Tars and natural gas | | |
| Chemicals and plastics | | |
| Lime | | |
| Cement | | |
| Building materials | 0.5 | 0.1 |
| Iron and steel products | 0.1 | |
| Non-ferrous metals | | |
| Metal manufactures | 0.1 | |
| Machinery; transport equipment | 0.2 | |
| Miscellaneous manufactures | 0.1 | |
| Furniture removals | | |
| Unallocable and mixed loads | 0.9 | |
| Empty containers | | |
| Laundry and dry cleaning | | |
| Total | 19.1 | 3.1 |

3. Building and construction and allied industries

TABLE 15

Millions

| Commodity | S.L.C. Maximum List Heading | | | | | |
|--------------------------------|-----------------------------|---|------------------------|--------|--------------------------------------|--------|
| | 500 | 102,103,309 | 451-453 | 454 | 469 | 471 |
| | Building and construction * | Mining (excl. coal), quarrying, sand, gravel, etc. extracting | Bricks, pottery, glass | Cement | Abrasives, building materials &c.&c. | Timber |
| Cereals | | | | | | |
| Fresh fruits, etc. | | | | | | |
| Meat and poultry | | | | | | |
| Fish | | | | | | |
| Live animals | | | | | | |
| Dairy produce, eggs | | | | | | |
| Beverages | | | | | | |
| Flour | | | | | | |
| Animal feeding stuffs | | | | | | |
| Other foods; tobacco | 0.1 | | | | | |
| Oils and fats | | | | | | |
| Wood, timber, cork | 2.1 | | | | | 2.0 |
| Fertilisers | | 0.1 | | | 0.2 | |
| Crude minerals (excl. coal) | 41.7 | 28.7 | 4.5 | 2.6 | 12.2 | |
| Iron ores and scrap iron | 0.3 | 0.1 | | | 0.2 | |
| Non-ferrous metal ores | | | | | | |
| Textile fibres and waste | | | | | 0.1 | |
| Other crude materials | 1.1 | | | | | |
| Coal and coke | 3.2 | | 0.3 | 0.1 | 0.2 | |
| Petrol, petrol products, gas | 0.1 | | | | | |
| Tars and natural gas | | 0.1 | | | 0.1 | |
| Chemicals and plastics | 0.3 | | 0.1 | | | |
| Lime | | 0.8 | | 0.2 | 0.2 | |
| Cement | 0.4 | | | 3.5 | 0.6 | |
| Building materials | 25.7 | 3.2 | 11.9 | 1.8 | 11.4 | 0.2 |
| Iron and steel products | 1.3 | 0.3 | | | 0.1 | |
| Non-ferrous metals | 0.5 | | 0.1 | | | |
| Metal manufactures | 3.1 | | 0.1 | | 0.1 | |
| Machinery; transport equipment | 4.7 | | 0.1 | | | |
| Miscellaneous manufactures | 1.0 | | 0.1 | | 0.1 | 0.6 |
| Furniture removals | | | | | | |
| Unallowable and mixed loads | 11.2 | | 0.4 | | 0.4 | |
| Empty containers | 0.1 | | 0.3 | | | |
| Laundry and dry cleaning | | | | | | |
| Total | 96.9 | 33.3 | 17.9 | 13.2 | 25.9 | 2.8 |

* Includes open cast coal mining.

Estimated tonnage moved by 'C' licence vehicles during 1962, analysed by nature of business of operator and commodity carried.

4. Other manufacturing industries

TABLE 17

Millions

| Commodity | S.L.C. Minimum List Heading | | | | | |
|------------------------------|-----------------------------|----------------------|---|---|---|-------------|
| | 271-277 | 311-313 | 321,322 | 331-353,370 | 361-365,369 | 381-385,389 |
| | Chemicals etc. | Iron and steel | Light metals, copper, brass, etc. | Non- electrical machinery, equipment, ship- building | Radio, electrical goods and appliances | Vehicles |
| Cereals | 0.4 | | | | | |
| Fresh fruits, etc. | | | | | | |
| Meat and poultry | | | | | | |
| Fish | | | | | | |
| Live animals | | | | | | |
| Dairy produce, eggs | | | | | | |
| Beverages | 0.3 | | | | | |
| Flour | | | | | | |
| Animal feeding stuffs | 0.8 | | | | | |
| Other feeds; tobacco | 0.3 | | | | | |
| Oils and fats | 0.3 | | | | | |
| Wood, timber, cork | | | | 0.1 | | |
| Fertilizers | 0.5 | | | | | |
| Crude minerals (excl. ore) | 1.8 | 0.6 | | | 0.3 | 0.1 |
| Iron ore and scrap iron | 0.3 | 0.7 | | | | |
| Non-ferrous metal ores | 0.1 | 0.1 | 0.1 | 0.2 | | |
| Textile fibres and waste | | | | | | |
| Other crude materials | 0.7 | | | 0.4 | | |
| Coal and coke | 0.3 | 0.3 | | 0.2 | | 0.1 |
| Petrol, petrol products; gas | 2.6 | | | | | |
| Tar and natural gas | 2.3 | | | | | |
| Chemicals and plastics | 10.5 | 0.1 | 0.2 | 0.1 | | |
| Lease | 0.4 | 0.2 | | | | |
| Cement | 0.2 | | | | | |
| Building materials | 0.3 | 0.6 | | 0.2 | | |
| Iron and steel products | | 6.8 | 0.4 | 1.1 | 0.2 | 0.3 |
| Non-ferrous metals | | 0.2 | 1.7 | 0.1 | 0.1 | 0.1 |
| Metal manufactures | 0.1 | 0.7 | 0.4 | 2.1 | 0.5 | 0.2 |
| Machinery; transport equip. | 0.1 | 0.2 | | 3.4 | 4.0 | 3.2 |
| Miscellaneous manufactures | 0.4 | 0.2 | 0.1 | 0.6 | 0.3 | 0.2 |
| Furniture removals | | | | | | |
| Unallocable and mixed loads | 0.8 | 1.0 | 0.2 | 0.3 | 0.4 | 0.2 |
| Empty containers | 0.8 | | | | 0.2 | 0.1 |
| Laundry and dry cleaning | | | | | | |
| Total | 24.0 | 11.7 | 3.1 | 8.8 | 6.0 | 4.5 |

4. Other manufacturing industries cont.

TABLE 17a

Millions

| Commodity | S.I.C. Minimum List Heading | | | | | |
|------------------------------------|-----------------------------|--|----------------------------|-------------------|-----------------------------------|--|
| | 391-396,399 | 411-413 | 441-446, 449,450 | 472-479 | 481-483, 486,489 | 491-496,499 |
| | Metal goods n.e.s. | Textile industries, leather goods, fur | Clothing, foot- wear | Furniture etc. | Paper, printing, publishing | Other man- ufacturing industries |
| Cereals | | | | | | |
| Fresh fruits, etc. | | | | | | |
| Meat and poultry | | | | | | |
| Fish | | | | | | |
| Live animals | | | | | | |
| Dairy products, eggs | | | | | | |
| Beverages | | | | | | |
| Flour | | | | | | |
| Animal feeding stuffs | | | | | | |
| Other feeds; tobacco | | | | | | |
| Oils and fats | | | | | | |
| Wood, timber, cork | | | | 0.4 | 0.1 | |
| Fertilisers | | | | | | |
| Crude minerals (incl. ore) | 0.1 | | | | | |
| Iron ore and scrap iron | | | | | | |
| Non-ferrous metal ores | | | | | | |
| Textile fibres and waste | | 1.9 | 0.2 | 0.1 | | 0.1 |
| Other crude materials | | 0.3 | 0.1 | 0.1 | 0.6 | 0.3 |
| Coal and coke | | 2.2 | | 0.1 | 0.2 | 0.1 |
| Petrol, petrol products, gas | 0.2 | | | | | |
| Tars and natural gas | | | | | | |
| Chemicals and plastics | | 0.1 | | | | 0.3 |
| Lime | | | | | 0.2 | |
| Cement | | | | | 0.2 | |
| Building materials | 0.3 | | | 0.1 | | |
| Iron and steel products | 1.4 | | | | | |
| Non-ferrous metals | 0.9 | | | 0.2 | | |
| Metal manufactures | 2.4 | 0.1 | | 0.2 | 0.1 | 0.9 |
| Machinery; transport equip. | 0.7 | 0.1 | | 0.1 | | 0.2 |
| Miscellaneous manufactures | 0.4 | 4.2 | 1.6 | 2.0 | 6.6 | 1.5 |
| Furniture removals | | | | 0.1 | | |
| Unallocable and unclassified loads | 0.2 | 0.1 | | 0.2 | 0.3 | 0.2 |
| Empty containers | 0.2 | | | 0.3 | 0.3 | |
| Laundry and dry cleaning | | | | | | |
| Total | 6.8 | 9.0 | 1.9 | 4.0 | 8.4 | 3.6 |

Estimated tonnage moved by 'C' license vehicles during 1957, analysed by nature of business of operator and commodity carried.

5. Distributive trades

TABLE 18

Millions

| Commodity | S.I.C. Mainstem List Heading | | | | | | | |
|--------------------------------|------------------------------|-----------|---------------|-------------------------|-----------------|--------------------|-----------------------|----------------------------|
| | Wholesale | | | Retail | General dealing | | | |
| | 813 (1-3) | 813 (4) | 813 (5,6,7,8) | 820 | 821 (1) | 821 (2) | 821 (3-6) | 822 |
| | Food and tobacco | Petroleum | Other goods | Food and non-food goods | Cool | Building materials | Agricultural supplies | Other industrial materials |
| Cereals | | | | 0.2 | | 0.1 | 1.9 | |
| Fresh fruits, etc. | 15.2 | | | 8.8 | | | 6.1 | 6.1 |
| Meat and poultry | 2.0 | | 0.2 | 4.1 | | | 6.1 | |
| Fish | 1.2 | | | 1.1 | | | | |
| Live animals | 0.6 | | | | | | 6.1 | |
| Dairy produce, eggs | 16.1 | | | 18.0 | | | 6.1 | |
| Beverages | 2.7 | | 0.2 | 1.3 | | | 6.1 | |
| Flour | 0.5 | | | | | | 6.1 | 6.1 |
| Animal feeding stuffs | 0.5 | | 0.1 | 0.8 | 0.1 | 0.3 | 8.6 | 6.1 |
| Other foods; tobacco | 11.3 | | 0.6 | 17.9 | | | 6.3 | 6.1 |
| Oils and fats | 0.1 | | | | | | | 6.1 |
| Wood, timber, cork | 0.1 | | 0.1 | 0.4 | 0.5 | 6.4 | 6.1 | 9.6 |
| Fertilisers | | | | 0.2 | | 6.1 | 1.5 | |
| Crude minerals (incl. coal) | | | 0.1 | 0.5 | 1.7 | 16.0 | 6.8 | 1.6 |
| Iron ore and scrap iron | | | | | | | | 3.7 |
| Non-ferrous metal ores | | | | 0.1 | | | | 3.1 |
| Textile fibres and waste | | | 0.1 | 0.1 | | | | 0.6 |
| Other waste materials | 0.3 | | 0.2 | | | 6.1 | 6.4 | 1.8 |
| Coal and coke | | 0.5 | | 4.1 | 45.8 | 6.8 | 0.1 | 0.5 |
| Petrol, petrol products, gas | | 34.4 | | 1.1 | 1.0 | 6.1 | 6.3 | 6.1 |
| Gas and natural gas | | | | | | | | |
| Chemicals and plastics | | | 0.2 | 0.2 | | 6.1 | | 0.2 |
| Lime | | | | | | | 0.2 | 0.5 |
| Cement | | | | | 0.1 | 6.9 | | |
| Building materials | | | 0.2 | 0.3 | 0.2 | 8.5 | | 0.6 |
| Iron and steel products | | | | | | 6.2 | | 3.8 |
| Non-ferrous metals | | | | | | | | 0.7 |
| Metal manufactures | | | 0.4 | 0.6 | | 6.6 | | 0.8 |
| Machinery; transport equipment | | | 1.1 | 3.8 | 0.1 | | 0.1 | 0.8 |
| Miscellaneous manufactures | 0.2 | | 2.1 | 4.5 | | 6.2 | 0.3 | 0.9 |
| Furniture and other | | | | 0.1 | | | | |
| Unalloyable and mixed metals | 2.5 | 0.1 | 0.2 | 1.3 | 0.1 | 1.6 | 0.1 | 0.8 |
| Rough materials | 1.7 | | 0.1 | 1.4 | | 6.1 | 0.1 | 0.3 |
| Laundry and dry cleaning | | | | | | | | |
| Total | 56.7 | 35.1 | 4.8 | 78.4 | 49.9 | 30.2 | 17.2 | 31.8 |

Estimated tonnage moved by 'C' license vehicles during 1962, analysed by nature of business of operator and commodity carried

6. Utilities, transport and service industries

Millions

TABLE 19

| Commodity | S.I.C. Minimum List Heading | | | | | |
|------------------------------|-------------------------------|------------------------------------|--|-----------|---------------------------|-------------------------------------|
| | 601-605 | 701-797,799 | 840,871-875, 879,881-884 | 885,886 | 887-889, 891,895 | 901,906 |
| | Gas, electricity, water | Transport and communications | Insurance etc.; professional services; recreation; catering | Laundries | Motor repairs, etc. | National and local government |
| Cereals | | | | | | 0.1 |
| Fresh fruits, etc. | | 0.2 | 0.2 | | | 0.1 |
| Meat and poultry | | | | | | |
| Fish | | | | | | |
| Live animals | | | | | | |
| Dairy produce, eggs | | 0.2 | | | | |
| Beverages | | | 0.1 | | | |
| Flour | | 0.3 | | | | |
| Animal feeding stuffs | | 0.2 | | | | |
| Other foods; tobacco | | 0.2 | 0.7 | | | 0.1 |
| Oils and fats | | | | | | |
| Wood, timber, cork | 0.1 | 0.1 | 0.1 | | | |
| Fertilisers | 0.1 | 0.2 | | | | 0.4 |
| Crude minerals (excl. ore) | 2.2 | 4.7 | 0.1 | | | 11.2 |
| Iron ore and scrap iron | 0.3 | | | | | |
| Non-ferrous metal ores | | | | | | |
| Textile fibres and waste | | | | 0.6 | | |
| Other crude materials | 1.2 | 0.2 | 0.1 | | | 1.4 |
| Coal and coke | 5.6 | 0.5 | | 0.7 | | 0.2 |
| Petrol, petrol products, gas | 0.4 | | | | 1.0 | |
| Tare and natural gas | 0.3 | | | | | |
| Chemicals and plastics | 0.3 | | | | 0.1 | |
| Lime | | | | | | |
| Cement | | 0.6 | | | | |
| Building materials | 0.6 | 0.9 | 0.1 | | | 0.8 |
| Iron and steel products | 0.2 | | | | | |
| Non-ferrous metals | | | | | | |
| Metal manufactures | 1.1 | | | | 0.6 | 0.3 |
| Machinery, transport equip. | 1.6 | 0.3 | 0.2 | | 2.8 | 0.1 |
| Miscellaneous manufactures | 0.1 | 0.3 | 0.2 | 0.7 | 1.0 | 0.1 |
| Furniture, general | | | | | | |
| Unallocable and mixed loads | 1.6 | 1.1 | 0.4 | | 0.2 | 3.4 |
| Empty containers | 0.1 | | | | 0.2 | |
| Laundry and dry cleaning | | | | 3.2 | | |
| Total | 15.8 | 10.3 | 2.2 | 5.2 | 5.9 | 18.2 |

Estimated ton mileage performed by 'C' license vehicles during 1962, analysed by nature of business of operator and commodity carried

1. Agriculture and food processing industries

TABLE 20

Millions

| Commodity | S.I.C. Minimum List Heading | | | | | | |
|--------------------------------|--------------------------------|--|--|-------------------------------|------------------------------|---------------------------------|---|
| | 001-008 | 113-213 | 214,215 | 216,337 | 338 | 381,389 | 319,329,340 |
| | Agriculture, forestry, fishing | Grain milling, bread, flour, confectionery | Bacon curing, meat, fish and milk products | Sugar and sugar confectionery | Fruit and vegetable products | Brewing, wine, drink industries | Animal foods, feed industries n.e.s.; tobacco |
| Cereals | 22 | 66 | 8 | | | 7 | 12 |
| Fresh fruits, etc | 29 | 3 | 1 | 1 | 3 | | |
| Meat and poultry | 4 | 3 | 55 | | 2 | | 15 |
| Fish | 5 | | | | | | 3 |
| Live animals | 7 | | 3 | | | | |
| Dairy produce eggs | 18 | 5 | 13 | 1 | | 3 | |
| Beverages | | | | 2 | | 653 | 9 |
| Flour | | 216 | | | | | 4 |
| Animal feeding stuffs | 47 | 92 | 2 | | | | 45 |
| Other foods, tobacco | 4 | 364 | 91 | 177 | 68 | 43 | 34 |
| Oils and fats | | 1 | 1 | | | | 2 |
| Wood, timber, cork | 8 | | | | | | |
| Fertilizers | 4 | 5 | | | | | 9 |
| Crude minerals (coal, ore) | 10 | | | | | 3 | 2 |
| Iron ore and scrap iron | | | | | | | |
| Non-ferrous metal ores | 1 | | | | | | |
| Textile fibres and waste | | | | | 1 | | |
| Other waste materials | 8 | 1 | 7 | | | | 1 |
| Coal and coke | 1 | | | | | | |
| Petrol, petrol products, gas | 1 | 1 | | | | | |
| Tar and natural gas | | | | | | | |
| Chemicals and plastics | | | 1 | 5 | 4 | 3 | 1 |
| Lime | 1 | 1 | | | | | |
| Cement | | | | | | | |
| Building materials | 5 | | | | | 3 | |
| Iron and steel products | | | | | | | |
| Non-ferrous metals | | | | | | | |
| Metal manufactures | 1 | | | | | | |
| Machinery; transport equipment | 4 | 1 | | | | | |
| Miscellaneous manufactures | 1 | 3 | 1 | 4 | 7 | 2 | 6 |
| Furniture removals | | | | | | | |
| Unplaceable and mixed loads | 5 | 19 | 7 | 4 | | 13 | 1 |
| Empty containers | 4 | 15 | 14 | 3 | 2 | 67 | 1 |
| Laundry and dry cleaning | | | | | | | |
| Total | 191 | 796 | 264 | 190 | 87 | 796 | 151 |

n.e.s. indicates 'not elsewhere specified'

Estimated ton mileage performed by 'C' vehicles during 1962, analysed by nature of business of operator and commodity carried

2. The fuel industries

TABLE 21

Millions

| Commodity | S.L.C. Minimum List Heading | |
|--------------------------------|-----------------------------------|----------------------|
| | 101,261 | 262 |
| | Coal mining and manufactured fuel | Mineral oil refining |
| Cereals | | |
| Fresh fruits, etc. | | |
| Meat and poultry | | |
| Fish | | |
| Live animals | | |
| Dairy produce, eggs | | |
| Beverages | | |
| Flour | | |
| Animal feeding stuffs | | |
| Other feeds; tobacco | | |
| Oils and fats | | 4 |
| Wood, timber, cork | | |
| Fertilizers | | |
| Crude minerals (excl. oil) | 11 | |
| Iron ore and scrap iron | | |
| Non-ferrous metal ores | | |
| Textile fibres and waste | | |
| Other crude materials | | 2 |
| Coal and coke | 99 | |
| Petrol, petrol products, gas | 4 | 96 |
| Tars and natural gas | | 1 |
| Chemicals and plastics | | 2 |
| Lime | | |
| Cement | | |
| Building materials | 6 | 3 |
| Iron and steel products | 3 | |
| Non-ferrous metals | | |
| Metal manufactures | 1 | |
| Machinery; transport equipment | 4 | |
| Miscellaneous manufactures | 2 | |
| Furniture removals | | |
| Unallocable and mixed loads | 3 | 2 |
| Empty containers | | 1 |
| Laundry and dry cleaning | | |
| Total | 133 | 112 |

Estimated ton mileage performed by 'C' vehicles during 1962, analyzed by nature of business of operator and commodity carried

3. Building and construction and allied industries

TABLE 22

Millions

| Commodity | S.I.C. Minimum List Heading | | | | | |
|------------------------------|-----------------------------|--|-------------------------|--------|-------------------------------------|--------|
| | 900 | 102,103,109 | 463-465 | 464 | 469 | 471 |
| | Building & construction * | Mining (excl. coal), quarrying, sand, gravel, etc., excavating | Bricks, pottery, glass. | Cement | Abrazives building materials S.I.C. | Timber |
| Cereals | | | | | | |
| Fresh fruits, etc. | | | | | | |
| Meat and poultry | | | | | | |
| Fish | | | | | | |
| Live animals | | | | | | |
| Dairy products, eggs | | | | | | |
| Beverages | | | | | | |
| Flour | | | | | | |
| Animal feeding stuffs | | | | | | |
| Other foods, tobacco | 5 | | | | | |
| Oils and fats | | | | | | |
| Wood, timber, cork | 35 | | | | 3 | 55 |
| Fertilizers | | 1 | | | 4 | |
| Crude minerals (excl. ore) | 404 | 432 | 30 | 23 | 137 | |
| Iron ore and scrap iron | 7 | 3 | | | 8 | |
| Non-ferrous metal ores | | | | | | |
| Textile fibres and waste | | | 2 | | 6 | |
| Other crude materials | 12 | | | | | |
| Coal and coke | 43 | 3 | 3 | 3 | 7 | |
| Petrol, petrol products, gas | 2 | | | | | |
| Tars and natural gas | | 1 | | | 1 | |
| Chemicals and plastics | 5 | | 2 | | 1 | |
| Lime | | 31 | 1 | 5 | 2 | |
| Cement | 4 | | | 237 | 24 | |
| Building materials | 363 | 40 | 480 | 48 | 210 | 26 |
| Iron and steel products | 31 | 3 | | | 1 | |
| Non-ferrous metals | 14 | | 4 | | | |
| Metal manufactures | 89 | | 5 | 1 | 5 | |
| Machinery; transport equip. | 158 | 2 | 6 | | 1 | |
| Miscellaneous manufactures | 27 | | 13 | | 2 | 17 |
| Furniture removals | | | | | | |
| Unalloyable and mixed loads | 84 | | 2 | 1 | 3 | 2 |
| Empty containers | 2 | | 19 | | 1 | |
| Laundry and dry cleaning | | | | | | |
| Total | 1289 | 544 | 566 | 317 | 456 | 103 |

* Includes open cast coal mining

Estimated ton mileage performed by 'C' licence vehicles during 1962, analysed by nature of business of operator and commodity carried

4. Other manufacturing industries

Millions

TABLE 23

| Commodity | S.L.C. Minimum List Heading | | | | | |
|--------------------------------|-----------------------------|----------------|-----------------------------------|---|--|-------------|
| | 275-277 | 311-313 | 321,322 | 331-352,370 | 361-365,369 | 381-385,389 |
| | Chemicals etc. | Iron and steel | Light metals, copper, brass, etc. | Non-electrical machinery, equipment, shipbuilding | Radio, electrical goods and appliances | Vehicles |
| Cereals | 6 | | | | | |
| Fresh fruits, etc. | | | | | | |
| Meat and poultry | | | | | | |
| Fish | | | | | | |
| Live animals | | | | | | |
| Dairy produce, eggs | | | | | | |
| Beverages | 36 | | | | | |
| Flour | | | | | | |
| Animal feeding stuffs | 25 | | | | | |
| Other foods, tobacco | 13 | | | | | |
| Oils and fats | 23 | | | | | |
| Woods, timber, cork | | 1 | | 1 | | |
| Fertilisers | 10 | | | | | |
| Crude minerals (excl. coal) | 31 | 11 | | | 6 | |
| Iron ore and scrap iron | 1 | 37 | 1 | | | |
| Non-ferrous metal ores | | 2 | 6 | 6 | | |
| Textile fibres and waste | | | | | | |
| Other crude materials | 25 | | | 4 | | 1 |
| Coal and coals | 7 | 2 | | | | 1 |
| Petrol, petrol products, gas | 63 | | | | | |
| Tars and natural gas | 59 | | | | | |
| Chemicals and plastics | 414 | 7 | 4 | 13 | 3 | |
| Lime | 3 | 1 | | | | |
| Cement | 2 | | | | | |
| Building materials | 1 | 9 | | 1 | | |
| Iron and steel products | 1 | 236 | 11 | 40 | 3 | 14 |
| Non-ferrous metals | 3 | 23 | 86 | 2 | 7 | 1 |
| Metal manufactures | 5 | 32 | 21 | 60 | 13 | 2 |
| Machinery, transport equipment | 1 | 13 | 3 | 133 | 248 | 188 |
| Miscellaneous manufactures | 16 | 1 | 2 | 32 | 10 | 11 |
| Furniture, repairs | | | | | | |
| Unallocable and mixed loads | 7 | 8 | 3 | 12 | 7 | 3 |
| Empty containers | 40 | 2 | 1 | 2 | 10 | 4 |
| Laundry and dry cleaning | | | | | | |
| Total | 787 | 385 | 137 | 366 | 307 | 225 |

Estimated ton mileage performed by 'C' vehicles during 1962, analysed by nature of business of operator and commodity carried

4. Other manufacturing industries cont:

TABLE 23a

Millions

| Commodity | S.I.C. Minimum List Heading | | | | | |
|------------------------------|-----------------------------|--|-----------------------|-------------------|-----------------------------------|--------------------------------------|
| | 391-396,399 | 411-433 | 441-446, 449,450 | 472-479 | 481-483, 486,489 | 491-496,499 |
| | Metal goods S.E.S. | Textile industries, leather goods, fur | Clothing, footwear | Furniture etc. | Paper, printing, publishing | Other manufacturing industries |
| Cereals | | | | | | |
| Fresh, fruits, etc. | | | | | | |
| Meat and poultry | | | | | | |
| Fish | | | | | | |
| Live animals | | | | | | |
| Dairy produce, eggs | | | | | | |
| Beverages | | | | | | |
| Flour | | | | | | |
| Animal feeding stuffs | | | | | | |
| Other foods; tobacco | | | | | | |
| Oils and fats | | | | | | |
| Wood, timber, cork | 1 | | | 6 | | |
| Fertilisers | | | | | | |
| Crude minerals (excl. ore) | | | | | | 11 |
| Iron ore and scrap iron | | | | | | |
| Non-ferrous metal ores | 1 | | | | | |
| Textile fibres and waste | | 41 | 4 | 19 | | |
| Other crude materials | | 6 | | 3 | 18 | 13 |
| Coal and coke | | 12 | | | 4 | 2 |
| Petrol, petrol products, gas | 5 | | | | | |
| Tar and natural gas | | | | | | |
| Chemicals and plastics | 1 | 10 | | | 5 | 29 |
| Lime | | | | | 1 | |
| Cement | | | | | 4 | |
| Building materials | 7 | | | 3 | 1 | |
| Iron and steel products | 81 | | | | | 2 |
| Non-ferrous metals | 40 | | | | | 1 |
| Metal manufactures | 126 | 5 | | 6 | 2 | 2 |
| Machinery; transport equip. | 26 | 2 | 2 | 3 | | 12 |
| Miscellaneous manufactures | 25 | 97 | 67 | 134 | 216 | 79 |
| Furniture removals | | | | 3 | | |
| Unallocable and mixed loads | 6 | 1 | 1 | 6 | 4 | 5 |
| Empty containers | 6 | 2 | 2 | 1 | 6 | 3 |
| Laundry and dry cleaning | | | | | | |
| Total | 325 | 176 | 76 | 175 | 261 | 144 |

Estimated tax mileage performed by 'C' licence vehicles during 1961, analysed by nature of business of operator and commodity carried

5. Distributive trades

TABLE 34

Millions

| Commodity | S.T.C. Wholesale List Reading | | | | | | | |
|--------------------------------|-------------------------------|-----------|---------------|---------------------------|-----------------|---------------------|-----------------------|----------------------------|
| | Wholesale distribution | | | Retail | General dealing | | | |
| | S20 (S-3) | S20 (S) | S20 (4,5,7,8) | S20 | S21 (1) | S21 (2) | S21 (3-4) | S22 |
| | Food and tobacco | Petroleum | Other goods | Food not included grossly | Cool | Builder's materials | Agricultural supplies | Other industrial materials |
| Cereals | | | 2 | 5 | | 3 | 110 | |
| Fresh fruits, etc. | 471 | | 1 | 146 | | | 1 | 2 |
| Meat and poultry | 71 | | 5 | 75 | | | 3 | |
| Fish | 74 | | | 21 | | | | |
| Live animals | 6 | | 1 | 1 | | | 3 | |
| Dairy produce, eggs | 372 | | | 113 | | | 4 | |
| Beverages | 74 | | 3 | 10 | | | 3 | |
| Flour | 18 | | 5 | | | | 6 | 2 |
| Animal feeding stuffs | 8 | | 3 | 12 | 3 | 15 | 137 | 1 |
| Other foodstuffs tobacco | 371 | | 19 | 204 | | | 14 | 1 |
| Oils and fats | 5 | | | 1 | | | | 1 |
| Wood, timber, cork | 9 | | 1 | 9 | 17 | 8 | 8 | 228 |
| Perfumes | | | | 2 | | 4 | 37 | |
| Crude minerals (incl. coal) | | | 1 | 1 | 15 | 137 | 12 | 15 |
| Iron ore and scrap iron | | | | | | | | 45 |
| Non-ferrous metal ores | | | | | | | | 45 |
| Textile fibres and waste | | | 9 | 1 | 1 | | | 18 |
| Other waste materials | 7 | | 4 | | 3 | 7 | 1 | 87 |
| Coal and coke | | 15 | | 25 | 484 | 15 | 2 | 4 |
| Paints, painted products, gas | 3 | 820 | | 14 | 24 | 1 | 8 | 7 |
| Taxi and motor oil | | | | | | | | |
| Chemicals and plastics | 3 | 4 | 11 | 6 | 1 | 4 | 1 | 6 |
| Lime | | | | | | 1 | 4 | 9 |
| Concrete | | | | | 3 | 18 | | |
| Building materials | | | 5 | 3 | 2 | 119 | | 8 |
| Iron and steel products | | | 1 | | | 7 | | 121 |
| Non-ferrous metals | | | | | | | | 7 |
| Metal manufactures | 1 | | 11 | 12 | | 14 | | 10 |
| Machinery, transport equipment | | 1 | 28 | 44 | 1 | 1 | 5 | 21 |
| Miscellaneous manufactures | 3 | | 48 | 115 | 1 | 8 | 4 | 30 |
| Furniture removals | | | | | | | | |
| Unclassified and mixed loads | 18 | 2 | 8 | 18 | 1 | 16 | 9 | 10 |
| Empty containers | 51 | | 6 | 16 | | 3 | 2 | 5 |
| Laundry and dry cleaning | | | | | | | | |
| Total | 1894 | 943 | 121 | 1382 | 557 | 341 | 481 | 728 |

Estimated ton mileage performed by "C" vehicles during 1962, analysed by nature of business of operator and commodity carried

6. Utilities, transport and service industries

TABLE 15

Millions

| Commodity | S.E.C. Mainman List Heading | | | | | |
|------------------------------|-------------------------------|--|--|-----------|----------------------------|-------------------------------------|
| | 601-603 | 701-707,709 | 860,871-875, 879,881-884 | 885,886 | 887-889 891,899 | 901,906 |
| | Gas, electricity, water | Transport and commu- nication | Insurance etc.; professional services; recreation; entertaining | Laundries | Motor repairing etc. | National and local government |
| Cereals | | | | | | |
| Fresh fruits, etc. | | 5 | 9 | | | 1 |
| Meat and poultry | | | | | | |
| Fish | | 1 | | | | |
| Live animals | | | | | | |
| Dairy produce, eggs | | 5 | | | | |
| Beverages | | | 1 | | | |
| Flour | | 9 | | | | |
| Animal feeding stuffs | | 4 | | | | |
| Other foods; tobacco | | 3 | 13 | | | 3 |
| Oils and fats | | | | | | |
| Wood, timber, cork | 3 | 3 | 1 | | | |
| Fertilisers | | 2 | | | | 1 |
| Crude minerals (excl. ore) | 9 | 49 | 1 | | | 83 |
| Iron ore and scrap iron | 1 | | | | | |
| Non-ferrous metal ores | | | | | | |
| Textile fibres and waste | | | | 8 | | |
| Other crude materials | 7 | 9 | | | | 7 |
| Coal and coke | 47 | 16 | | 2 | | 2 |
| Petrol, petrol products, gas | 6 | | | | 21 | |
| Tar and natural gas | 5 | | | | | |
| Chemicals and plastics | 11 | | | | 1 | |
| Line | | 1 | | | | |
| Cement | | 20 | | | | |
| Building materials | 11 | 11 | 1 | | 2 | 7 |
| Iron and steel products | 2 | 1 | | | | |
| Non-ferrous metals | | | | | | |
| Metal manufactures | 16 | | | | 13 | 2 |
| Machinery; transport equip. | 29 | 6 | 3 | | 64 | 1 |
| Miscellaneous manufactures | 2 | 5 | 6 | 26 | 18 | 1 |
| Furniture removals | | | | | | |
| Unallocable and mixed loads | 14 | 17 | 8 | | 8 | 25 |
| Empty containers | 2 | 1 | 1 | | 6 | |
| Laundry and dry cleaning | | | | 98 | | |
| Total | 175 | 168 | 46 | 133 | 133 | 133 |

SECTION 1. RAIL TRANSPORT

Estimated tonnage of commodities carried by rail transport during 1962

TABLE 26

Millions

| Commodity | Tons |
|--|--------|
| Grain and flour | 1.4 |
| Fruit | 0.5 |
| Potatoes | 0.4 |
| Sugar beet | 0.6 |
| Meat | 0.2 |
| Fish * | 0.3 |
| Milk * | 0.5 |
| Beer | 0.3 |
| Wines and spirits | 0.3 |
| Butter, margarine etc. | 0.1 |
| Confectionery | 0.9 |
| Sugar | 0.3 |
| Animal feeding stuffs | 1.3 |
| Timber | 1.2 |
| Fertilizers and manure | 1.7 |
| Iron ore | 14.2 |
| Scrap | 5.6 |
| Wool | 0.1 |
| Esparto grass and wood pulp | 0.6 |
| Clay | 0.3 |
| Sand | 1.5 |
| Roadstone | 0.2 |
| Coal and coke | 145.0 |
| Fuel oil and petrol | 5.2 |
| Bitumen, creosote etc. | 0.9 |
| Slag | 0.8 |
| Other minerals traffic | 7.2 |
| Chemicals | 2.3 |
| Soaps and detergents | 0.2 |
| Lime and limestone | 6.9 |
| Cement | 1.7 |
| Bricks | 1.3 |
| Pig iron | 2.0 |
| Iron and steel bars, billets, etc. | 3.8 |
| Other iron and steel products | 7.3 |
| Machinery | 0.3 |
| Paper and cardboard | 0.5 |
| Textiles and drapery | 0.1 |
| Other general merchandise traffic by freight train | 10.9 |
| Other traffic by coaching train | 2.5 |
| Total | 231.4+ |

* By coaching train

+ Includes 3.3 million tons by coaching train

Estimated ton mileage of commodities carried by rail transport
during 1962

TABLE 27

Millions

| Commodity | Ton miles |
|------------------------------|-----------|
| Coal and coke | 7,300 |
| Iron and steel materials (1) | 1,800 |
| Iron and steel products | 900 |
| Other minerals (2) | 1,800 |
| Other merchandise | 4,300 |
| Total (3) | 16,100 |

(1) Including limestone

(2) Including bricks, fertilizers and sugar beet

(3) Excluding freight traffic by coaching train

SECTION 3. COASTAL SHIPPING

Estimated tonnage and ton mileage of commodities carried by
coastal shipping during 1962+

TABLE 28

Millions

| Commodity | Tons | Ton miles * |
|---------------------------------------|------|-------------|
| Cereals | 0.2 | - |
| Crude and manufactured fertilisers | 0.2 | - |
| Crude minerals other than ore | 3.2 | 400 |
| Coal and coke | 18.9 | 5,100 |
| Petroleum and petroleum products, gas | 24.5 | 4,800 |
| Cement | 0.6 | 200 |
| Other commodities | 1.1 | 300 |
| Total | 48.8 | 10,800 |

+ Great Britain only, i.e. excluding movements between Britain and
Northern Ireland and Channel Isles

* Inland equivalents, figures have been rounded to nearest hundred
million

| Commodity | E.C.E. + commodity classification | Description | |
|-----------------------|-----------------------------------|---|---|
| | | Including | Excluding |
| Cereals | 1 (5) | Wheat, spelt, maize, rice, barley, maize, rye, oats, unrolled cereals | Cereal preparations; Dour meal, groats, cereal flakes, breakfast foods |
| Fresh fruits, etc. | 2 (7) | | Sugar beet, dried fruits, preserved or canned goods, fruit products, olives |
| Meat and poultry | 3 (2) | Fresh, frozen, dried, salted, smoked or preserved meat | |
| Fish | 3 (4) | Crustaceans, molluscs; fresh, frozen, dried, salted, smoked, preserved or canned fish | |
| Live animals | 3 (1) | Live animals of all descriptions | |
| Dairy produce, eggs | 3 (3) | Milk and cream, whether fresh, evaporated, condensed or powdered; butter, cheese | Margarine, cooking fats, ice cream |
| Beverages | 3 (12) | Beer, wine, spirits for drinking, other alcoholic beverages; table waters, mineral waters, lemonade, soft drinks | Tea, coffee, cocoa |
| Flour | 3 (part 6) | Flour, meal and groats of cereals | |
| Animal feeding stuffs | 3 (10) | Hay, straw, brans, oil-seed cake, fodder, bean, shapans, food wastes, prepared animal feed | Dextrin |
| Other foods; tobacco | 3 (remainder 6, 8, 9, 11, 13) | Cereal flakes and other cereal preparations, nuts, sugar beet, dried or dehydrated fruits, preserved fruits, fruit juices, dry pellets, lumps, preserved vegetables, soluble vegetable preparations, sugar (refined or not), molasses, glucose, dextrine, other waxes, sugar confectionery, sugar preparations, natural honey, coffee, cocoa, chocolate, tea, spices, margarine, hard, ice cream; tobacco (manufactured or re-manufactured) | |
| Oils and fats | 4 (15, 17) | Derivatives of animal and vegetable oils and fats such as tallow and stearine pitch | Dairy products, margarine, lard |
| Wood, timber, cork | 5 (17) | Sawn, squared or prepared timber, railway sleepers, pit props, poles, logs, wood for pulping, pulp wood, fire wood, charcoal, wood waste, cork, cork chips, cork waste | Wooden manufactures |
| Fertilizers | 6 (20, 36) | Sodium nitrate (chile saltpetre), caustic phosphates, caustic potash salts, boric slag, other phosphate fertilizers, potash fertilizers, nitrogenous fertilizers, composite fertilizers | Slag destined for civil engineering use |

Details of commodity classification (cont'd)

| Commodity | E.C.E. + commodity classification | Description | |
|------------------------------|-----------------------------------|---|--|
| | | Including | Excluding |
| Crude minerals (excl. ore) | 7 (21, 22) | Sand, gravel, crushed stones, granite chips, pebbles, macadam, pumice, clay, bentonite, diatomite, sillimanite, synthetic, building and nonmetallic (dimensional) stone, plaster, limestone for industry, sulphur, unroasted iron pyrites, salt (crude or refined), slag for civil engineering use, chalk, quartz, quartzite, asphalt | Roasted pyrites, slag for re-melting or agricultural use (i.e. fertilizer) |
| Iron ore and scrap iron | 8 (23, 24) | Haematites, roasted iron pyrites, slag for re-smelting, fine dust, ferro-scraps | Unroasted pyrites, copper pyrites |
| Non-ferrous metal ores | 9 (25) | Bauxite, cryolite, non-ferrous metal scrap | |
| Textile fibres and waste | 10 (31) | Wool, cotton, silk, jute, flax, sisal, hemp and other vegetable textile fibres; artificial and synthetic fibres; waste materials from textile fabrics; tags | Textile manufactures (i.e. fabrics), synthetic materials other than fibres |
| Other crude materials | 10 (14, 16, 18, 26) | Hides, skins, furs (undressed), crude rubber, synthetic rubber, reclaimed rubber, cellulose pulp, wood pulp, waste paper, old paper, non-edible animal and vegetable raw materials and crude materials not elsewhere specified | Synthetic materials other than rubber |
| Coal and coke | 11 (27, 28, 29) | Parent solid fuel, briquettes, lignite, peat | Coal tar and other coal products |
| Petrol, petrol products, gas | 12 (30, 31, 32) | Petroleum (crude or refined), motor spirit, light oils, lamp oil, kerosene, paraffin, white spirit, gas oil, fuel oil, diesel oil, distilled oil, lubricants, bitumen, bitumen mixtures, paraffin wax, gaseous hydrocarbons (methane, propane, butane, calor gas, butagas, propagas, etc., whether liquefied or compressed, in bulk or in cylinders) | Acetylene |
| Tars and natural gas | 13 (35) | Bitumen, pitch, mineral tar, naphthalene, tar oils | |
| Chemicals and plastics | 14 (34, 37, 38) | Sulphuric acid, sodium hydroxide, caustic soda, soda lye, sodium carbonate, sodium bicarbonate, calcium carbide, alumina, glycerine lye, alcohol, acetone, plastic in bulk, plastic sheet, plastic extrusions, coloring and tanning materials, medicinal and pharmaceutical products, perfumes, polishing preparations, hunting ammunition, starch, dextrin, starchy substances, glass, oxygen, hydrogen, nitrogen, acetylene, carbon dioxide | Benzoin, naphthalene, tar, manufactures of plastics |
| Lime | 15 (40, 43) | Quick lime, builder's lime, slaked lime, agricultural lime | Chloride of lime |
| Cement | 15 (40, 43) | Portland cement | Pneumated cement, adhesives |

Details of commodity classification (cont'd)

| Commodity | E.C. E. + commodity classification | Description | |
|--------------------------------|--|---|---|
| | | Including | Excluding |
| Building materials | 15 (44) | Bricks, tiles, other clay construction materials, refractory construction materials, plates of concrete or cement, pre-cast concrete, asbestos cement and fibro-cement and other fabricated building materials, portland cement, sizes, glass, ceramic sanitary fixtures, glassware, pottery, ceramics | |
| Iron and steel products | 16 (45, 46) | Crude steel, pig-iron, ferro alloys, iron and steel billets, slabs, sheets, bars, coils, rods, wires, plates, extrusions, angles, shapes, sections, hoops, strips, rails, tubes, pipes, fittings, castings, forgings | Scrap iron, iron ore, cables, manufactured articles of iron or steel |
| Non-ferrous metals | 16 (47) | Unwrought aluminium and aluminium alloys, unwrought lead and lead alloys, unwrought zinc and zinc alloys, unwrought silver and platinum, non-ferrous bars, rods, plates, sheets, wire, pipe, tubes, castings and forgings | Iron and steel products, manufactured articles made of metal |
| Metal manufactures | 17 (48) | Metal structural parts and frameworks, cables of any metal, sanitary, lighting, plumbing and heating fittings and fittings made of metal | Semi-finished products, machinery |
| Machinery; transport equipment | 18 (49, 50) | Tractors, agricultural machines (assembled or dismantled), electrical equipment, transport equipment including motor vehicles (assembled or dismantled), parts for these items | Waste paper, hides, skins, crude rubber, textile fibres, metal manufactures |
| Miscellaneous manufactures | 19 (39, 40, 41, 42, 51) | New furniture, leather goods, rubber manufactures, wood manufactures, cork manufactures, paper and paperboard and manufactures thereof, printed matter, textile fabrics and yarns, clothes, optical and precision goods, clocks, watches, jewellery, various sheets, plywood, roof panels, travel goods, handbags, botany, footwear | New furniture |
| Furniture removals | 20 (part 52) | | |
| Unallowable and mixed loads | 20 (part 52) | | |
| Empty containers | - | | |
| Laundry and dry cleaning | - | | |

+ List numbers of both the condensed and the detailed classification are given, the latter being shown in brackets.

MINISTRY OF TRANSPORT
STATISTICAL PAPER No.4.

CORRECTION SLIP

Page 17.

Insert Sub-heading between paragraphs 93 and 94

Utilities, transport and service industries

LONDON : Her Majesty's Stationery Office
December 1964